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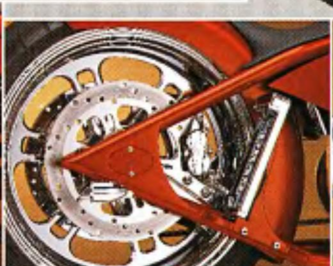

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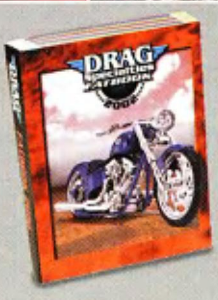

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TakingItEasy

A guy was summoned once again for jury duty. He was a habitual jury-slacker and this time decided to become a little more inventive. So he sent the federal judge a bill for $16,800 because the court had advised him to be ready to serve at any time during August (21 business days, 8 hours a day, at his **consultant's rate** of $100 an hour). He also wrote that if the judge did not pay by Aug. 31, interest would accrue at 2% a month and that if the judge would like to discuss the matter, he should call him for an appointment. The judge ordered him to his courtroom for a contempt hearing—which was still pending as of this writing.

Some people have too much time on their hands. A computer programmer told a newspaper that he has developed software that will stop his cat from bringing animal prey into the house when he's not at home. She (the cat) can enter through a special door via **a magnet on her collar** and had been hiding dead mice and birds in the furniture. So he developed imaging software, with a camera by the door, that permits the cat to enter only if her profile shows nothing in her mouth.

From our "Stripper Fund" Department: An ex-lawyer is serving a three-to-nine year prison sentence in connection with an **embezzlement scheme.** He was totally obsessed with a stripper and needed cash to win her favor. His four-year obsession ultimately cost him his 21-year marriage, his three sons, his law practice, and more than $1 million in gifts. And...he hadn't even boned her.

Some casinos have recently featured tic-tac-toe games in which gamblers compete with chickens that punch in Xs and Os with their beaks. People for the Ethical Treatment of Animals didn't take a liking to this practice so they made a formal protest, both because of the oppressive conditions under which the **chickens labor** and the "disrespect" of the chickens that the game represents.

Here's another great thinker in our midst. A Canadian-born man was sentenced to seven years in prison for robbing a New York bank. He told the judge that his time should be reduced to four years because his loot was worth only 62% in **Canadian dollars.** Sure.

For a state visit to the drought-stricken southern African country of Malawi, Libyan leader Muammar Gaddafi arrived with an entourage in two Boeing 707s, two transport aircraft and his own personal jet. His entourage included two security buses loaded with machine guns, assault rifles and rocket launchers; **his own mobile hospital;** 600 support personnel; and 70 armored vehicles for the drive across the country. One of the vehicles was stocked with six million American dollars, much of which he tossed freely to villagers who had lined his route.

A robot in England, which is part of a research project into equipping robots to think for themselves, escaped from the lab while it was momentarily unattended and made it as far as the parking lot of the science center before being stopped by a visitor's car. A professor said, "The robots have all learned a significant amount and are **becoming more intelligent** by the day." Now if the metal bastard made to the liquor store to buy an *Easyriders* we'd have something.

This couple has two cats, Boots and Bandit. They (the cats) have driven up the couple's water bill because they have **learned to flush toilets.** They (not the cats) said, "We have to shut the bathroom door when we go to bed. Otherwise one or the other of the cats is in there flushing away all night."

A guy was sentenced to eight years on drug charges. He'd been convicted in 1987 and had gone of the lam for 15 years. But one day he ran into his prosecutor at a restaurant and decided to say **a nostalgic hello,** apparently believing that the authorities weren't interested in him any more. When the prosecutor obviously didn't remember him, he was a bit put out so he jogged his memory. The prosecutor called the cops and away he went once again.

The U.S. World Food Summit, devoted to helping the 800 million people starving worldwide, opened in Rome with **a luncheon of lobster,** foie gras, and goose stuffed with olives for the 3,000 limousine-using delegates. Nice touch.

A brothel owner in Australia closed down for a day because of the influx of 5,500 U.S. Navy personnel on shore leave, which had left her workforce worn out. "We're the biggest and the best," she said, "and I'd rather take nothing than offer a poor service. I just wish they could **dribble-feed the Yanks** in, fly a thousand in at a time." That's our kinda place.

A woman received probation-only after being charged with attempting to **kill her husband** by placing poisonous spiders on him while he slept. Where do you suppose she got them? At a pet store?

Now here are some convoluted thinkers. He was arrested and charged with killing a newspaper carrier because he thought that a **murder conviction** would help obscure the shameful fact that he had been embezzling from his employer (that would surely do the trick). And another guy was convicted of killing his mother because he was mad at her for interrupting his suicide attempt. But he got his way after all and killed himself in his cell.

Fresh from our "Slithering Mass of Vipers" File: A lawyer in Canada skipped his contempt-of-court trial and was arrested. **What had he done?** He referred to a judge as a "slithering mass of vipers." That should do it.

Easyriders® ENTERTAINMENT FOR ADULT BIKERS • NUMBER 355 • JANURAY 2003

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The next liver-quiverin' issue goes on sale January 14, 2003. **Printed in the USA.**

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WordMonger

The Last Day

The 116th Bomb Wing, a Georgia Air National Guard unit, learned last fall that it would be losing it supersonic bombers, and the unit would be merging with an active duty unit at Robins Air Force Base, the 93rd Air Control Wing.

With nostalgia hanging as heavy as the Saturday afternoon mist on June 22, the Georgia Air National Guard's 116th flew its last B-1 training mission and closed the books on a brief but notable six years of service with the supersonic bomber.

Here is a photo of a few Guard buds and their Harleys with one of the aircraft on the last fly day, June 22, 2002.

John M. Bates
Montpelier, Vermont

Older and Wiser

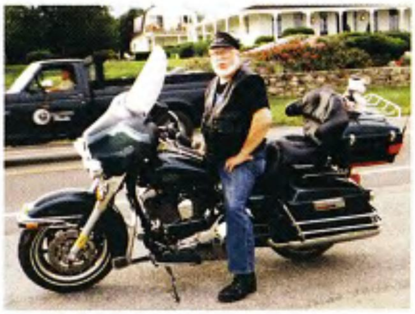
Read "Too Many Trailer Jockeys" in the October issue. I'm one of those jockeys, but let's get something straight. I've been riding bikes for over 40 years—Jap bikes and all kinds of things—and am now 65 years old. I have a lot of miles on two wheels—in all kinds of weather. I now have medical conditions, and my wife has two heart valve replacements which kinda cuts back on the long rides and puts the scooter in the trailer or we don't go. I have a dresser made for long distance "touring," but it still doesn't help my health and body conditions.

I have a friend who was always on my ass about my trailer until last September during Delmarva Bike Week. His Ultra broke down and who did he call to bring the trailer and get his bike? Me. He now *loves* my trailer. Also, another group who went to the MD/DE Rally last year and it rained. Who did they call to go get food in the truck and to go out and eat? Me!

I understand what the man was saying, as I did at a younger age, but he will get older and wiser and maybe someday get a trailer and still be able to enjoy riding at these events.

Let's all be bros and not get on something you don't know the full meaning of. Maybe I can help haul your broke scooter sometime.

Wm. Hilton
Barnesville, Maryland



A Comfy Ride

I was really glad to see your road test of the 2002 FLHTCUI in your Sept. '02 issue.

Let me be the first to congratulate Boxcar on a GREAT job. I couldn't have done better. I can certainly attest to the really plush seating, as I bought a FLHTCUI in the spring of 2000. It's the first bike I've ridden where my butt didn't go numb after the first few hundred miles. I've never had such a comfortable ride—on a bike, that is. There have also been many women commenting on how nice and soft and comfy the seating is. The seating really sold me. Here's a photo of me on my ride.

Boxcar said he liked the traditional fairing, styling, and all the ample storage space and I couldn't agree more. I also enjoy my stereo system. About the only thing Boxcar and I differ on is that he had to give his back and I don't, thank God.

You really have a great magazine—keep up the good work.

John M. Bates
Montpelier, Vermont

Just Wants to Have Fun

This girl just wants to have fun. Most recently it was seeking adventure through the twists and turns in 11 miles. Talk about an adrenaline high!

I love riding. My H-D Buell climbed altitudes of over 6,000 feet, winding through breathtaking views of the Smoky Mountains. Knowing you're in control of a powerful machine brings a sense of inner accomplishment.

My other interests include skiing the slopes of both Utah and Colorado, target shooting, and weight training. My next step is leaning toward a race school.

Life is too short to go slow.

Lauren Ann Walsh
Sarasota, Florida

A Voice from Sicily

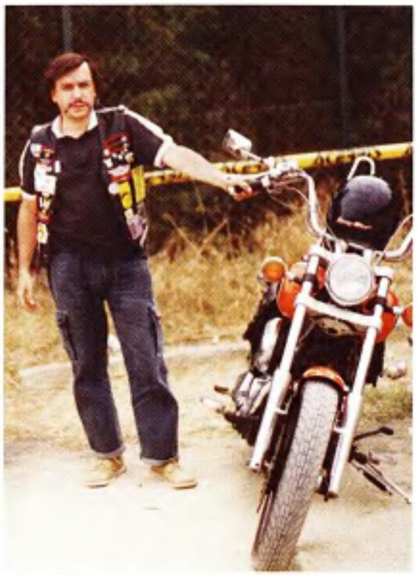
I am Giacomo from Sicilia. I always buy and read your wonderful magazine—the only foreign bike publication that arrives here. Unfortunately, it's not possible to get *In The Wind*, *Biker* and your other magazines.

I would be very happy to find my photo in an issue of *Easyriders* and would be very proud to show the magazine to my friends around Sicily. We meet almost every week and sometimes all over Europe in motorcycle gatherings.

I am a member of the "Motoclub Mediterraneo-Palermo," an official group inside the Italian Federation. I like all the meetings with any type of bike, any clubs enjoying good beers, girls, noise, muddle, and so on.

Is your big publisher Joe Teresi or his family a native of Italy? God bless America and *Easyriders*!

Giacomo Puleo
Palermo, Italy



Our big publisher Joe Teresi's family is originally from Sicily. And by the way, what's muddle?

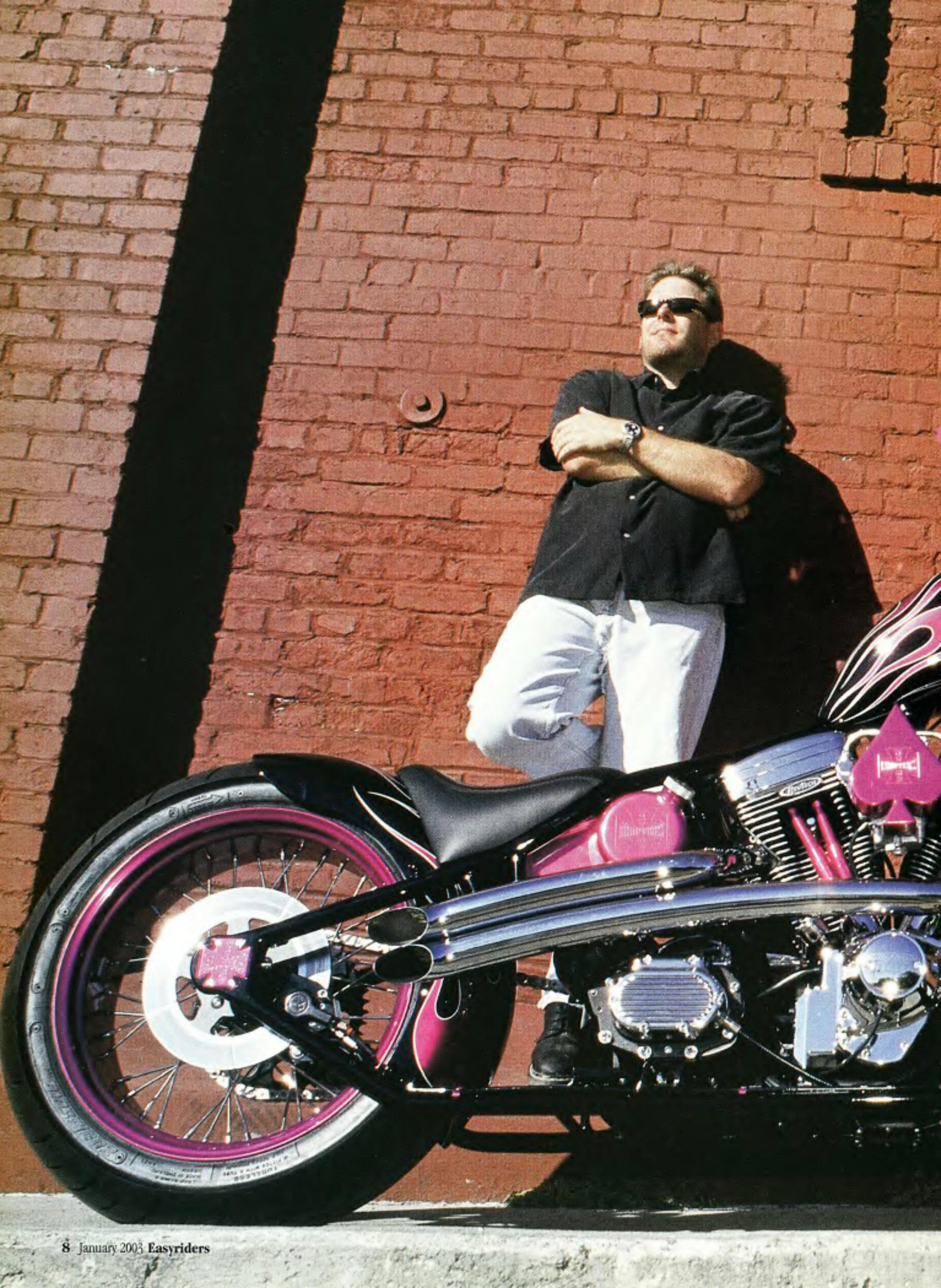
Raisin Pie

I would like to send some raisin pie to both *Easyriders* and *Biker*.

I was riding out in Colorado when my ignition switch burned out my "mistress." This was on a Sunday afternoon. Luckily, I was in a parking lot next to a biker bar (don't know the name 'cause I was broke down and didn't give a damn at that point). A bro came out and told me about a shop that was open seven days a week until 7 p.m. How cool is that? We push-started the scooter and rode up to Sedalia, Colorado, to a kickass little shop called Road House Cycles. Ron Ferruzza got me my part and Brian the wrench was putting it on my scoot by the time I walked in the front door. Holy crap! A shop open seven days a week until 7 p.m.! They deserve some recognition.

They're located at 5607 N. U.S. Hwy. 85, Sedalia, CO (303-688-6331). The bike shop is right under a biker-friendly bar called the Sedalia Grill. Stop in and tell 'em Long Arm sent ya.

Steve Roth
Topeka, Kansas



GREG WESTBURY'S '60S-STYLE CHOPPER

Outside The Box!

"A lot of guys seem to get in a rut when it comes to building custom bikes," Greg Westbury begins. He's talking about all that chrome and polish and billet that has almost become a biker's formula. None of that here. "Uh, uh, I took the blinders off for this one," Greg says. "This bikes comes from thinking a little outside the box."

Maybe so, but damn near everything we're looking at here also comes from inside the box, too. Make that boxes, as in plural. How's that? Greg, lead man at Westbury Hot Rods in Concord, California, based his work around everyday-available catalog parts, beginning with a West Coast Choppers CFL rigid frame. That frame, along with just about every other part on this bike, came straight out of the Custom Chrome catalog. "We only had to make up a few things ourselves," Greg says, the gas tank being one of them. That little tank that looks like it'd be right at home on a Weed Eater is actually an old '60s-era Bates piece, found at a swap meet and then cut in half and narrowed. Greg added one of his own Westbury Hot Rods "knock off" filler caps, too. But aside from that, and the bike's nasty little set of pipes, pretty much everything else was sourced right through Custom Chrome.

"Even the whole driveline kit came out of that catalog," Greg says. The blacked-out 100-inch RevTech engine, transmission, and every nut and bolt needed to install it all came packed in a box, assembled and ready to roar. "They even threw in the oil," Greg says. That was the story throughout, and it's the reason this bike was able to go together so quickly and so easily. How quick and easy? In what has to be some kind of a record, Greg's black and purple chopper went from "that sounds like fun" to "it's done" in just three-and-a-half weeks, and that includes the time spent sending the paint job out to Soncy Road Body Shop in Texas.

"Those guys turned the job around damn near overnight, flames and all." Yes sir, seems that a killer little bike like this is also a pretty simple one to build. Hassle-free, too.

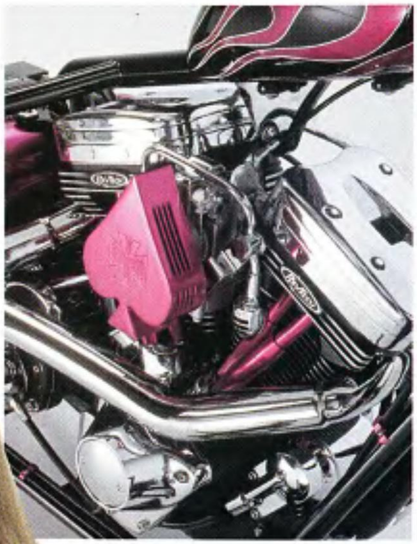
"Hey, when you're humping away on a weekend and you need something there's no searching around or midnight trips to the 24-hour parts store," Greg says. "You just reach in a box and there it is."

Greg is understating his contributions just a little there; he did, after all, choose all the right parts to begin with and then assemble them into a flawless, and seamless, whole. But looking at the big picture, he's right. Other than the few Westbury Hot Rods touches here and there this whole bike, or one very much like it, could be duplicated right out of that Custom Chrome catalog. And just like Greg's bike, it'd be a pure custom that didn't bite your wallet too hard, either. Everything needed to build this '60s chop-with-a-twist totaled up to well under the price of a new Softail, labor excluded.

A couple of Greg's customers came to that realization, too. While at first they weren't convinced about the anodizing thing, all that purple tint where you'd expect chrome, they sure were after seeing the finished product. "It's a great look against the black paint, and it's just about free," Greg says. Three hundred fifty dollars paid for all the purple on this bike, and there's a bunch of it. Bottom line: Greg sold two more jobs off this one bike, one with blue anodizing and flames and another done up with lime-green. "Now that they're all finished it's like looking at triplets," he says.

Talking about the overall concept, Greg says he "didn't want any one component to stand out on its own." He wanted the whole bike to grab you. That explains the black engine against the black frame, and the black triple-clamps, fork lowers, and foot controls. Nothing jumps out demanding attention, nothing, that is, except the whole motorcycle. There are no parts added that don't need to be there, either, and speaking about parts there are actually a couple more that didn't come out of the box. The headlight, for one. Instead of mounting "a big chunk of billet with a point on it" Greg chose a gennie 1936 Harley-Davidson bucket, painted black of course. The taillight is just as simple, a plain-Jane cateye on a, you got it, plain black mount.

The moral of all this: An eye catching '60s-style chopper just might be a whole



lot more attainable then you thought, mechanically and monetarily. Want to try one yourself? Check out Greg's Web site, www.westburyhotrods.com, or get yourself a CCI catalog and have at it. And here's a final tip: If you can't locate one of those old Bates gas tanks, Greg says a shortened and narrowed early Sportster piece—admittedly a little more squared off—looks just as good when it's all flamed up. *—Joe Kress*

Owner: ....Westbury Hot Rods
City:..........Concord, California

General
Fabrication: ....Westbury Hot Rods
Year and make:....2001 W.H.R.
Model:.............."RumpShak'A"
Assembly: ....................W.H.R.
Time: ....under 4 weeks!
Chroming: ......Sherm's Plating

Engine
Year and model: 2001 RevTech
Rebuilder: ....RevTech
Ignition:....Custom Chrome Inc
Displacement: ....100 cubic inches
Lower end:........................CCI.
Balancing: ....CCI.
Pistons: ....CCI.
Cases: ....CCI.
Cam: ....CCI.
Lifters: ....CCI.
Carb(s):..............Mikuni, 42mm
Air cleaner: ....West Coast Choppers
Pipes: ........................W.H.R.

Transmission
Year:.............RevTech 2001
Modifications: ..close-ratio gears
Engine sprocket: ....RevTech standard
Trans sprocket: 23-tooth
Wheel sprocket: ....48-tooth, billet

Paint
Molding: ....Deluxe Customs
Painter: ....Soncy Road Body Shop
Type: ....House of Kolor
Special paint: ....purple flames

Frame
Year: 2001
Builder: West Coast Choppers
Type:......custom rigid chopper
Rake:......................38 degrees
Stretch: ....2 inches

Accessories
Bars: ....drag
Risers:.........................Six-Gun, Choppers Inc.
Fender(s): ....D&D, Westbury Hot Rods
Headlight: ....1936 H-D
Taillight: ....baby cateye
Pegs: ....Ness
Electrics: .... minimal, by Westbury Hot Rods
Foot Controls: ....Performance Machine
Gas tank:................extra-small Bates peanut
Oil tank: ....West Coast Choppers, C.F.L.
Oil system: ....RevTech
Primary cover:............RevTech
Seat: ....Sid Chavers
Grips: ....Ness

Forks
Type:.............Harley-Davidson
Extension:......................6-over
Builder: ....Westbury Hot Rods
Modifications:............7-degree triple clamp

Wheels

Front
Type: ....Black Bike
Size: 21-inch
Rim width: 2.25-inch
Tire: ....Avon, 80/90-21
Brake: ..Performance Machine

Rear
Type: ....Black Bike
Size: 18-inch
Rim width: ....6 inches
Tire: ....Avon, 250-18
Brake: ..Performance Machine
Photos: ....Mike Chase

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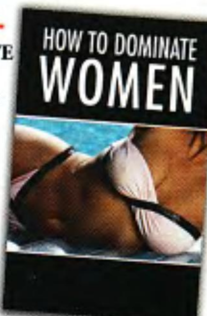

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THE DOCTOR BEHIND *MAGNA-RX+*

The genius behind *MAGNA-RX+* is Dr. George Aguilar, MD, a Board Certified Urologist who has treated over 70,000 patients with erectile problems. He is a member of both the College of Urology and the Society of Urology, and the director of 46 urologists. He is also past-president of his State Society of Urologists. Over 7 years of research and testing, Dr. Aguilar made the amazing discovery that is now known as ***MAGNA-RX+***: a powerful, 100% natural, Penis Enlargement Formula.

By using this proven formula daily, his patients dramatically increased their penis size by 2", 3", even 5" in only a few short weeks. And, best of all, ***MAGNA-RX+'s*** breakthrough herbal formula is 100% natural and safe, with no known side effects. There is absolutely no prescription necessary.

Individual results may vary. These statements have not been evaluated by the Food and Drug Administration. This product is not intended to diagnose, treat, cure, or prevent any disease.

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In the past 12 months, demand for ***MAGNA-RX+*** has exploded worldwide as word of mouth spreads about what many medical experts have called the world's most powerful **Penis Enlargement Formula.** In one of this country's state-of-the-art pharmaceutical laboratories, under Dr. Aguilar's unwavering direction, a dedicated team of biochemists has meticulously worked around the clock to produce enough of ***MAGNA-RX+'s*** proprietary, all-natural botanical formula for men, just like yourself, who want a bigger, thicker, more energetic penis fast!

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The ***MAGNA-RX+* Formula** is so powerful, so effective, so complete, we 100% guarantee that you will **NEVER** have to purchase any more than the 60-day supply included in this special offer. We could easily make ***MAGNA-RX+*** much weaker and then ask to automatically re-bill your credit card each month for the next 2 months, like some companies do. We focus on getting the best results, as quickly as possible. That is the secret of our success! With the ***MAGNA-RX+* System,** ***you can skyrocket 2", 3", even 5" in 60 days or less – with nothing else to buy ever again.***

WHAT RESULTS CAN YOU EXPECT?

Use the ***MAGNA-RX+* Penis Enlargement Formula** daily for 3-5 weeks (one potent pill a day is all you need), and:

- **You'll increase your penis size by 2 to 5 full inches**
- **Your penis will he thicker and fuller**
- **Your confidence level & self-esteem will soar**
- **You'll satisfy your lover like never before**

BUY 1, GET 1 FREE (\$60 SAVINGS!)

If you're ready to become the biggest man you can be, then order your supply of ***MAGNA-RX+*** today. See for yourself, what thousands of satisfied men (and their lovers) have already discovered: ***MAGNA-RX+*** is the world's #1 best-selling **Penis Enlargement Formula** for one very simple reason: **IT WORKS & NOTHING ELSE CAN COMPARE!**

Need another reason to try ***MAGNA-RX+***? ***How about 50% OFF our regular price! MAGNA-RX+*** normally retails for \$59.95 for a 30-day supply, but if you order now, ***we'll include a second month's supply absolutely FREE!*** Imagine being able to increase your penis size up to 5 full inches for less than a \$1.00 a day!

WHAT SOME OF OUR SATISFIED CLIENTS HAVE TO SAY:

"I've been using your product for 2 months now. I've increased my length from 6" to nearly 8-1/2". Your product has helped me give a little extra to the love in my life." –W.B., Washington, D.C.

"I was amazed at how effective it was at increasing length and girth from 5" to 6-1/2" in just 3 weeks!!! Feel free to use this letter in your future advertisements." –V.W., Illinois

"My girlfriend loves the results, but she doesn't know what I do. She thinks it's natural, so help me!" –T.M., Oklahoma

"I'm too shy to tell the whole world, but I don't mind telling you that... I went from 3-1/2" to 6". I'm trying for even more." –R.C., South Carolina

ALL LETTERS ON FILE

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(motivate-her)

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Big Bear Choppers' New Reaper Wheel

California-based motorcycle manufacturer, Big Bear Choppers, has been making a name in the industry by assembling turnkey custom motorcycles based on CCI kit bikes at their facility and by offering them to their customers at competitive price. The company now also offers their own Venom frame and bike kit and recently introduced a line of custom wheels that feature bold design and sturdy construction. The Reaper wheel is made of forged billet aluminum and comes in 15-, 16-, 17-, 18-, 19-, and 21-inch diameter and assorted widths.

Call Kevin Alsop of Big Bear Choppers at 909-878-4340 to order a set of wheels tailored to your application, or visit Big Bear Choppers on the company's Web site at www.bigbearchoppers.com.

Drag Specialties' Mini Speedos

Drag Specialties' new white-faced mini mechanical speedometers feature a trip meter and four LEDs built into the face of the speedometer: The blue LED indicates high beam, the green is for neutral, the red is for oil and the yellow for turn signals. Speedometer bodies measure 2.4 inches in diameter with a 12mm head. The mini speedometers come complete with wiring, connector and handlebar clamp. Three applications are available, including km/h reading, 2:1 ratio, or 1:1 ratio. Each speedometer retails for $84.95

Click on www.dragspecialties.com or contact your Drag Specialties sales representative for more information.

New High-Tech Device *(shown left)* Opens Gate or Garage Door From Your Bike

Motofx, Inc. of Pasadena, Califfornia, has introduced a new product for motorcycle enthusiasts that, with a simple, quick flash of the headlight or turn signal, will activate a gate or garage door opener.

With the Motofx BIGDO (Built In Garage Door Opener), motorcyclists can quickly and easily open gates and doors, no more groping for or misplacing a hand-held remote. The BIGDO remote controller works with most automatic garage door and gate openers built before 1997. For newer automatic garage door and gate openers, an additional receiver is required.

The BIGDO opener mounts out of sight so it won't mar the look of new or vintage bikes. The remote controller unit installs easily in 15 minutes—no drilling, no screws, no brackets or batteries—by connecting to existing wiring for turn signals, headlight or other two-position switches. Once installed, a simple toggle with the thumb on the headlight or turn signal switches sends a radio signal to open the gate or door.

The product is compatible with most brands of automatic garage door openers. Manufacturer's suggested retail price for the BIGDO is $74.95 and it comes with a full, one-year replacement warranty.

For more information, contact Motofx at 877-MOTO411 or visit the company's Web site at www.motofx.com.

Decorative Billet Aluminum Drivetrain Covers From CAT

There are many new patterns and color combinations to choose from with CAT's redesigned flame parts, available for most engine and driveline covers in all colors. Visit their Web site for frequent updates on new designs. All of CAT's covers are manufactured from 6061-T billet aluminum, polished and then chrome plated for a durable and brilliant finish. For more information on CAT's full line of decorative products visit their Web site at www.billetcats.com or contact them at 860-953-1807.

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EZ

I t basically was a shop project that a customer took over and then bailed out on again, so it became our shop project again," is how Roger Goldammer describes the coming-into-being process of this trick sled. "But I like it that way, because that way we can pretty much build what we want."

What the folks at Goldammer Cycle Works in Kelowna, British Columbia, wanted was a bike that you can't only ride but that's also a show winner. And that's exactly what you see here. "The whole idea was to have a really low-slung bike that's functional, as well," Roger continued.

Canadian Shop Project

WHAT THE FOLKS AT GOLDAMMER DO JUST TO HAVE SOME FUN

To achieve this goal, Roger and his crew used a Twin Cam B motor in conjunction with a stock Harley transmission. "It's just one unit and adds a lot of strength to the chassis," Roger explains. "That's what we base most of our bikes around."

To get it even lower than that, GCW used an air lift system both front and rear, just to give it that slammed look but still have enough ground clearance for actual locomotion. "We used a Legend Air system in the back," Roger explains, "but the one in the front is ours. It's not an air suspension, but an air lift system that is completely independent of the hydraulic dampening unit."

As part of this system, the proprietary aluminum frame is used as an air tank, which eliminates the need for any kind of air bag. "We have controls in there with which you can maintain a certain level in the frame, and with the proper valving we can instantly raise or drop the rear and the front in seconds."

Travel on the front is just shy of 3 inches, while in the rear it's limited to about 2 1/2 inches. By now, GCW has developed its own rear air lift. "We use a somewhat different system in the back, an air cylinder with a mechanism that moves the front shock mount to raise and lower the bike," Roger says. "That's our latest product, a very unique system."

The reason GCW built it was, in Roger's words, "To have a system that separates the suspension from the air lift, and when it's all the way aired up, you're running on conventional-style shocks."

Although it's the most dramatic characteristic of the bike, it's certainly not its only one. "All the body work on this bike is hand-hammered aluminum, straight from flat sheet; we didn't start with any other existing parts," Roger says. "The

frame is engineered to be made out of aluminum, with a quarter-inch wall thickness and a double backbone and fully heat-treated. Of course, this has inherent problems. The frame can't be welded on, because it would nullify the heat-treating." Accordingly, the complete frame with swingarm weighs only about 40 to 45 pounds. "You really notice that when you ride the bike," Roger adds.

The awesome looking, 1-piece front end, by the way, is GCW's very own and comes with 0-, 3- and 5-degree rakes built in. This bike has 3 degrees. There's also the speedo that's "hidden down on the left hand side. You can see it when you're on the bike, but you don't really notice it when you're walking around it," Roger says. "And the rear turn signals are built into the frame rails, right into the swing arm. It has all the components to make it legal, but it's still

a very high-caliber show bike. Also, it's got a Magnacharger with an all billet blower, so the bike kicks ass."

And kick ass it does wherever it goes. Just recently, the bike won first place at the Oakland Roadster Show and could be admired at different gatherings like Sturgis or the Laughlin River Run. If you missed it there, you can always check it and some other fine examples of GCW's building prowess on their trick new Web site, www.goldammercycle.com. Or just call 'em up at 250-764-8002 and order a front end, a rolling chassis, or even a whole bike from them. You'll definitely stand out of the crowd on a Goldammer bike.

—Red Baron

Owner: ....Roger Goldammer
City: ....Kelowna, B.C., Canada

General

Fabrication: ....Goldammer Cycle Works
Year and make: ....2002 Custom
Model: ....softail-style
Value: ....priceless
Assembly: ....GCW
Time: ....9 months
Chroming: ....very little

Engine

Year: 2001
Model: ....Harley-Davidson TC 88B
Builder: ....GCW
Ignition: ....Crane
Displacement: ....95 inches
Lower end: ....Harley-Davidson
Balancing: ....Harley-Davidson
Pistons: ....JE
Cases: ....Harley-Davidson
Heads: ....Harley-Davidson
Cam: ....Andrews
Lifters: ....Harley-Davidson
Carb(s): ....S&S G
Air cleaner: ....K&N
Pipes: ....Samson
Mufflers: ....none

Transmission

Year: 2001
Modifications: ....back-cut gears
Shifting: ....foot
Engine sprocket: ....belt
Trans sprocket: ....belt
Wheel sprocket: 65-tooth

Painting

Molding: ....none
Painter: ....Jerry Ashley Design
Color: ....orange
Type: ....House of Kolor
Special paint: ......flames with black shadows

Frame

Year: 2001
Builder: ....GCW
Type: ....aluminum softail-style
Rake: ....41 degrees
Stretch: ....3 inches
Other alterations: ....heat-treated aluminum

Accessories

Bars: ....ZGCW
Risers: ....none
Handlebars: ....OMP
Fender(s): ....GCW
Headlight: ....Headwinds
Taillight: ....GCW
Speedo: ....VDO
Dash: ....what?
Front pegs: ....Perse
Electrics: ....MC Roadhouse
Foot controls: ....Exell
Gas tank: ....GCW
Oil tank: ....GCW
Oil system: ....GCW
Primary cover: ......Harley-Davidson
Seat: ....GCW
Mirrors: Rebuffini/Eurocomponents
Grips: ....Perse

Forks

Type: ....GCW G-Force
Extension: ....2 inches under
Builder: ....GCW.
Special features: ..air lift/Perse legs

Wheels

Front

Size: ....21 inches
Hub: ....GCW
Rim width: ....2.25 inches
Tire: ....Avon
Brake: ....PM/RC Comp

Rear

Size: ....18 inches
Hub: ....GCW
Rim width: ....9 inches
Tire: ....Avon 250
Brake: ....RC Comp

Photographer: ....Bruce Carrol

Happenings

ALASKA
New Years Eve Party and Awards
Date: Dec. 31
Place: Decanter, Kasilof
Info: 907-262-1910

New Years Eve Party
Date: Dec. 31
Place: Birchwood Saloon
Info: 907-688-2827

ARIZONA
Annual Christmas Angel Tree Run
Date: Dec. 14
Place: Phoenix
Info: 623-535-8330; 602-319-8621

Hog Toy Run
Date: Dec. 14
Place: Yuma
Info: 928-726-9345

Toy Run
Date: Dec. 14
Place: Tri-City Eagles Lodge, Apache Junction
Info: 602-694-2012

ABATE Toy Run
Date: Dec. 18
Place: Yuma
Info: 928-726-9345

Sunshine Acres Xmas Benefit
Date: Dec. 21
Place: MMA Salt River, Phoenix and Leather Dist.
Info: www.mma-az.org

ARKANSAS
Annual Swap Meet and Bike/Car Show
Date: Feb. 2
Place: Little Rock Expo
Info: 501-988-1480

CALIFORNIA
Tijuana Toy Run
Date: Dec. 15
Place: H-D, Chula Vista
Info: 619-420-7000
www.southcoastharley.com

MRA Loma Linda Toy Ride
Date: Dec. 15
Place: Colton
Info: 562-927-5965; 909-678-3504

New Years Eve Party
Date: Dec. 31
Place: Sundowners Clubhouse, San Fernando
Info: 818-361-9924

Long Beach Cycle Show and Swap Meet
Date: Jan. 5
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Easyriders Bike Show
Date: Jan. 5
Place: L.A. Fairplex, Pomona
Info: 800-962-9857
www.easyriders.com

Legislative Seminar
Date: Jan. 5
Place: La Quinta Inn, Sacramento
Info: www.abate.org

Freedom Rally
Date: Jan. 6
Place: State Capitol, Sacramento
Info: www.abate.org

Easyriders Bike Show
Date: Jan. 18
Place: Sacramento Convention Center
Info: 800-962-9857
www.easyriders.com

Cycle Show & Swap Meet
Date: Feb. 23
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO
Last Brass Monkey Run
Date: Dec. 31
Place: ABATE District 5
Info: 303-384-9124

Easyriders Bike Show
Date: Jan. 11
Place: , Denver Convention Center
Info: 800-962-9857
www.easyriders.com

Anniversary M/C Show and swap meet
Place: Denver Western Stock Show Complex
Date: Feb. 1-2
Info: 719-836-7151

Annual Spring Super Show and Swap
Date: Feb 15-16
Place: Colorado Springs
Info: 719-487-8005
pro-promotions.com

Annual Colorado Tattoo Competition
Date: Feb 16
Place: Southern Colorado Expo, Colorado Springs
Info: 719-487-8005
pro-promotions.com

FLORIDA
Annual Adopt-A-Family Run
Date: Dec. 21
Place: Skyline Elementary School
Info: 772-0641; 574-6446

Critter Run
Date: Jan. 18
Place: Interstate Chapter ABATE
Info: 385-4520; 385-2556

ABATE State Meeting
Date: Feb. 8-9
Place: Hosted by SE Chapter ABATE
Info: 385-4520; 385-2556

GEORGIA
ABATE New Year's Eve Party
Date: Dec. 31
Place: Atlanta Airport
Info: 404-294-8900

ILLINOIS
South Suburban Christmas Party
Date: Dec. 21
Place: Glen Maker's American Legion Post, Palos Hills
Info: www.ssabate.org

First Annual Polar Bear Run
Date: Jan. 1
Place: Heritage Trail ABATE
Info: 217-385-2239

Walneck's Swap Meet
Date: Jan. 19
Place: Lake County Fairgrounds, Grayslake
Info: 630-985-2097

Motorcycle Show
Date: Feb. 7-9
Place: Rosemont Convention Center
Info: www.motorcycleshows.com

Chicago Chapter Chili Party
Date: Feb. 8
Place: Park Ridge VFW
Info: 312-661-9171

Bike Show & Swap Meet
Date: Feb. 23
Place: McCormick Place North
Info: 309-343-6588; 800-87-ABATE

INDIANA
Toys for Tots
Date: Dec. 14
Place: ABATE St. Joseph County
Info: www.abateofindiana.org

Toys for Tots
Date: Dec. 14
Place: ABATE Jasper/Newton Co.
Info: www.abateofindiana.org

Pool Tournament
Date: Dec. 14
Place: ABATE Miami County
Info: www.abateofindiana.org

Christmas Party
Date: Dec. 21
Place: ABATE Region 12
Info: www.abateofindiana.org

Mike Booker Memorial Dinner/Dance
Date: Dec. 31
Place: ABATE St. Joseph County
Info:abateofindiana.org

IOWA
ABATE Christmas Magic Bus Party
Date: Dec. 14
Place: Porky's Des Moines
Info: www.abateiowa.org

Mid America Cycle Show and Swap Meet
Date: Dec. 14-15
Place: Mid America Convention Center, Council Bluffs
Info: 712-262-8910

Christmas Party and Meeting
Date: Dec. 15
Place: ABATE District 15
Info: www.abateiowa.org

ABATE 16 Christmas Pot-Luck
Date: Dec. 15
Place: Casey's 218 Pub, Waterloo
Info: www.abateiowa.org

ABATE 7 Annual Christmas Dinner
Date: Dec. 21
Place: Colony Inn, Ventura
Info: www.abateiowa.org

Broomstick Pool
Date: Dec. 21
Place: Wooden Nickel, Bondurant
Info: www.abateiowa.org

ABATE 6 Christmas Party
Date: Dec. 21
Place: Road Hog. State Ctr.
Info: www.abateiowa.org

ABATE 24 Christmas Party/Chile Cookoff
Date: Dec. 21
Place: Herky's Tap, Muscatine
Info: www.abateiowa.org

ABATE 10 Christmas Party
Date: Dec. 21
Place: George's, Clare.
Info: www.abateiowa.org

ABATE 21 Christmas Party
Date: Dec. 21
Place: Riverview Hotel, Bellevue
Info: www.abateiowa.org

ABATE 16 New Year's Eve Get Together
Date: Dec. 31
Place: Lofty's, Waterloo
Info: www.abateiowa.org

Annual Midwest M/C Show & Swap
Date: Jan. 25-26
Place: Sioux Falls
Info: 712-262-8910

Capitol City Cycle Show & Swap
Date: Feb. 8-9
Place: Iowa State Fairgrounds, Des Moines
Info: 712-262-8910

KENTUCKY
Easyriders Bike Show
Date: Feb. 1
Place: Kentucky Intl Convention Center, Louisville
Info: 800-962-9857
www.easyriders.com

LOUISIANA
Annual ABATE Christmas Toy Run
Date: Dec 15
Place: New Orleans
Info: 800-431-7231
www.abateoflouisiana.org

MAINE
Annual Christmas Party and Dance
Place: UBM Piscataquis, Guilford
Date: Dec. 14
Info: 207-695-2457
www.ubm-usa.org

MARYLAND
Frederick County Chapter Sweetheart Dance
Date: Feb. 15
Place: Mt. Pleasant Ruritan
Info: www.abate-of-maryland.org

MISSISSIPPI
South Mississippi Rally
Date: Jan. 4-7
Place: Hattiesburg
Info: 601-544-1151
www.southmississippibikerally.com

MISSOURI
FORR X-Mas Party
Date: Dec. 14
Place: Amvets, Knob Noster
Info: 660-826-3517

Adopt-a-Family Run
Date: Dec. 22
Place: Amvets, Knob Noster
Info: 660-647-2057

NEVADA
Run for the Money
Date: Dec. 14
Place: Davey Deals, Las Vegas
Info: 702-474-7777

Biker Silly String New Years Party
Date: Dec. 31
Place: The Clubhouse Tavern, Las Vegas
Info: 702-643-2337

NEW JERSEY
New Jersey Motorcycle Spectacular
Date: Jan. 18-19
Place: Somerset
Info: 386-252-3101

NEW MEXICO
Annual Brotherhood 74 Toy Run
Place: Carlsbad
Date: Dec. 14
Info: 505-236-1041

NEW YORK
Christmas Party
Date: Dec. 14
Place: ABATE, Eastern Suffolk
Info: 631-924-1053

Christmas Party
Date: Dec. 14
Place: Oneida County ABATE
Info: 315-942-3478

ABATE Holiday Party
Date: Dec. 21
Place: No Limits, Hicksville
Info: 516-616-3184

NORTH CAROLINA
Easyriders Bike Show
Date: Jan. 25
Place: Charlotte Convention Center
Info: 800-962-9857
www.easyriders.com

OHIO
ABATE CMRO Christmas Party
Date: Dec. 14
Place: Medina County
Info: 800-25-ABATE
www.abatecmro.org

ABATE OH Inc. Christmas Party
Date: Dec. 14
Place: Region 5
Info: 513-932-1863

ABATE OH Inc. Christmas Party
Date: Dec. 21
Place: Clinton Co.
Info: 937-382-7192

Walneck's Motorcycle Swap Meet & Show
Date: Jan. 7
Place: Clark City Fairgrounds, Springfield
Info: 630-985-2097

Easyriders Bike Show
Date: Feb. 14-16
Place: Vet's Memorial, Columbus
Info: 800-962-9857
www.easyriders.com

OKLAHOMA
Claremore Veterans Center Winter Ride
Date: Dec. 15
Place: Claremore
Info: 918-832-0391

OREGON
North Coast Christmas Toy Run
Date: Dec. 14
Place: North Coast Chapter ABATE
Info: 503-325-6686

Eugene Mission Christmas Benefit Run
Date: Dec. 15
Place: Quackers Tavern, Eugene
Info: 541-746-7836

South Coast Christmas Toy Run
Date: Dec. 15
Place: South Coast Chapter ABATE
Info: 541-888-8081

Lincoln County Toy Run
Date: Dec. 21
Place: Lincoln County Chapter ABATE
Info: 541-365-6850

PENNSYLVANIA
Motorcycle Parts Extravaganza
Date: Jan. 12
Place: York
Info: 386-252-3101

SOUTH CAROLINA
Motorcycle Safety & Awareness Rally
Date: Feb. 1-2
Place: Hardeeville
Info: 843-838-7838
www.abatesc.com

TENNESSEE
Easyriders Bike Show
Date: Feb. 8
Place: Cook Convention Center, Memphis
Info: 800-962-9857
www.easyriders.com

UTAH
Barbary Coast New Year's Eve Party
Date: Dec. 31
Place: South Salt Lake
Info: 801-232-2949

WASHINGTON
Bring In The New Year Right Ride
Date: Jan. 1
Place: Tacoma Chapter ABATE
Info: 253-221-7433
www.abate-wa.org

WYOMING
ABATE Christmas Party
Date: Dec. 14
Place: Torrington
Info: 307-532-2507

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

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Easynews

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Good deeds done

Harley Raises $3.5 Million For Muscular Dystrophy (MDA)

Through the hard work of Harley-Davidson dealers, enthusiasts and employees, Harley raised $3.5 million for the Muscular Dystrophy Association (MDA) IN 2002.This donation brings Harley-Davidson's 22-year MDA fundraising totals to more than $42 million.

President and COO of Harley-Davidson Motor Company, Jim McCaslin, presented checks totaling $3.5 million on the Jerry Lewis MDA Labor Day Telethon Sept. 1-2. Also attending the telethon were representatives of Harley's top fundraising dealerships, whose events raised more than $100,000 for MDA this year.The dealership representatives were: Brian and Maureen Bentley of Brian's H-D, Langhorne, Pennsylvania, and Dennis and Carol Schaeffer of Schaeffer's H-D, Orwigsburg, Pennsylvania: **The Eastern Dealers Association Ride for Life XIII raised $679,000.**

Jean Riggs and Joy Wenzlaff of Mitchell's Modesto H-D, Modesto, California: **Mitchell's Modesto hosted the Sierra Hope Ride, which raised $164,979.**

Virgil Schulenberg and Scott Fuchs of Sauk Prairie H-D, Sauk City, Wisconsin: **Sauk Prairie Harley-Davidson hosted the Sauk Freedom Ride, which raised $108,163.**

Wayne, Kim and Sienna Bassham of Salt Lake City Harley-Davidson: **Harley-Davidson of Salt Lake City hosted Wendover Ride for Life, which raised $104,192.**

Robert and Dev Johnson of Cycle Connection H-D, Joplin, Missiouri: **Cycle Connection Harley-Davidson's Ride for Life and other charity events raised $103,000.**

Harley-Davidson expects to raise a minimum of $5 million for the MD A during its 100th Anniversary celebration. Funds raised during the first leg of the 100th Anniversary celebration in 2002 will be counted toward the final $5 million total. *—Hog Hound*

JC Motors makes it easy

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JC Motors Motorcycle Shipping Program transports motorcycles and ATVs worldwide.They are the originators of the uncrated bike shipping program with North American Van Lines. An extensive background in the motorcycle industry aided their research efforts in providing safe and the most expedient methods of moving motorcycles at affordable prices. Handling precious cargo like your scoot takes years of motorcycle experience and JC has it. It's no wonder that master bike builders rely on JC and that most of the bikes sold on e-Bay are shipped by JC Motors. Full dresser bikes and long choppers are not a problem with JC's oversize shipping pallets.

For more information call 800-730-3151 or visit their Web site at www.motorcycleshippers.com. Tell 'em *Easyriders* sent ya.

—Phantom

Lightning strikes

The new Vincent Black Lightning is coming!

Photo: Vincent Motors

Vincent Motors USA recently announced the debut of their new Black Lightning "S" motorcycle. The café-style street racer honors the famous British motorcycle marquee staying true to the look and feel of classic Vincent bikes of old. No word on the number of production units or price for next year as of yet. For more information visit their Web site at www.vincentmotors.com or call 619-692-0802. *—Phantom*

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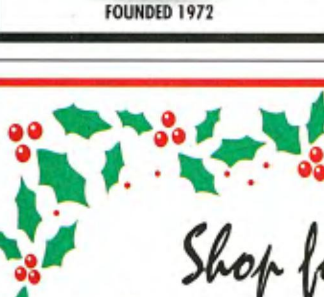

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Coast to Coast

Biker News

NATION'S CAPITOL QUIET, EXCEPT FOR MOTORCYCLES: It was a quiet day on Capitol Hill on September 11th, until a hearty group of motorcycle riders roared across the Potomac after traveling more than 3,000 miles and collecting $1 million to help the families of 9/11 victims.

A year ago, smoke from the Pentagon cast a shadowy pall over the Capitol, but on Wednesday a picture-perfect blue sunlit sky greeted the riders as they gathered for a Pentagon Memorial.

"The nation is back on its feet and we're doing the hard work of trying to help these people who lost their family members try and put their lives together and to fight the war that needs to be fought so this can never happen again," U.S. Rep. Christopher Cox told the 75 riders gathered at the base of the Capitol dome. Cox, R-Newport Beach, Calif., traded his business suit in for jeans and a leather vest as he rode out to join the motorcyclists for the ride into the city.

"I've completed my mission," Mitch Morrison of Newport Beach told the Orange County Register. As chairman of the Word Trade Center Miracles Foundation, Morrison organized the ride when fund raising began to ebb several months after the attacks.

Wearing black leather vests with an American flag and the words "Let's Roll" on the back, the motorcyclists have stopped in communities along the way, picking up contributions and other riders during their cross-country pilgrimage.

FEDERAL COURT RULES BIKER COLORS OKAY IN COURTHOUSE: A Carson City courthouse dress code that prohibits biker "colors" is unconstitutional, a federal appeals court ruled on Monday, August 26, overturning a Northern Nevada judge's ruling and finding that motorcyclists can wear "biker colors," even those with swastikas, inside the courthouse.

The 9th U.S. Circuit Court of Appeals tentatively canceled a ruling by U.S. District Judge Philip Pro and ruled that a ban on such garb in a Carson City court building violated First Amendment rights of expression.

Circuit Judge William Fletcher, writing for a three-judge panel, said restrictions that led to the arrests of motorcyclists

who refused to take their jackets off at the courthouse were unreasonable.

The ruling applies to court buildings except for courtrooms where, Fletcher said, judges can impose restrictions to ensure "a reasoned resolution of issues."

But he said there was nothing to show that extending a ban on biker clothing to hallways or other non-courtroom areas "can plausibly be justified by the need to protect the courtroom environment itself."

The judge also said there's no evidence to conclude that "clothing indicating affiliation with biker organizations is particularly likely to be disruptive or intimidating."

Citing 1985 and 1971 U.S. Supreme Court cases on First Amendment rights, Fletcher added it's not reasonable "to prohibit speech in courthouse hallways merely because it may offend some people's sense of decorum." There was no evidence of any danger created by the bikers' jackets and s o the rules seem to be "impermissibly motivated by a desire to suppress a particular point of view," the judge said.

The controversy began with the March 2001 arrests of Scot Banks and Steve Dominguez of Reno when they appeared at the courthouse to contest a traffic citation and were told by security officers that they couldn't wear their swastika-decorated Branded Few M/C club colors inside. After refusing to remove their vests or leave, they were arrested for trespassing and their vests were confiscated.

They pled innocent and then challenged the constitutionality of the court's dress code rules before going to trial on the trespassing charges, said lawyer Kevin Karp, who is representing the bikers on the criminal charges. Karp is the Northern Nevada A.I.M. attorney, and serves as legal counsel to the Northern Nevada Confederation of Clubs.

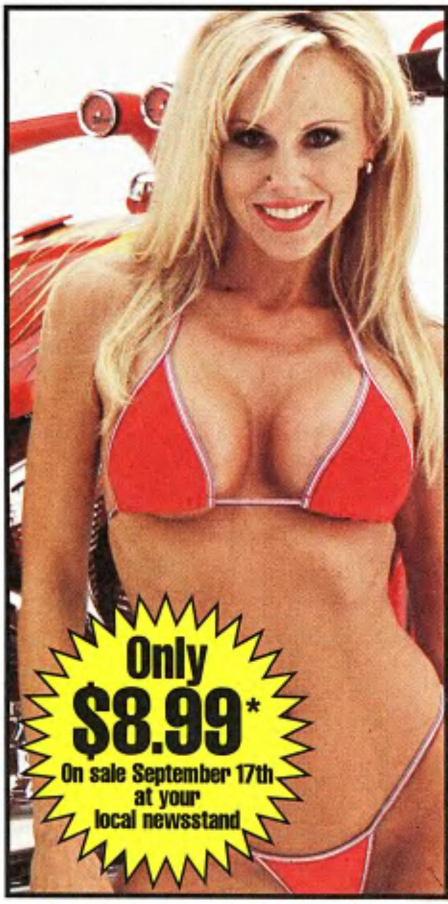
"The court did the right thing," said Karp, who has contacted the District Attorney to request dismissal of the trespassing charges in light of the federal court's decision. "This issue has started to arise in other parts of the country where courthouses are trying to ban biker apparel, and we hope this decision stops those restrictions dead in their tracks."

WEIRD NEWS OF THE MONTH: WEIGHTY EXAMINERS TOO HEAVY FOR MOTORCYCLE TESTS: Motorcycle tests in a Norwegian town were postponed because the available examiners were too heavy to ride tandem. All the thin examiners at Elverum Traffic Station were away on summer vacation, and those left on duty to put people through the light motorcycle test weigh too much. The license regulations include a maximum load that assumes the driver weighs 165 pounds. A tandem passenger who breaks the limit by himself isn't allowed, reports the *Aftenposten* newspaper.

Examiner Bjoern Mellembakken, who weighs 202 pounds, says the station only has three people who are light enough to accompany learners during the practical test. He said: "This is a problem for us in general. We're big guys."

He said he doesn't foresee diets or liposuction being used to reverse the trend.

—Bill Bish, NCOM



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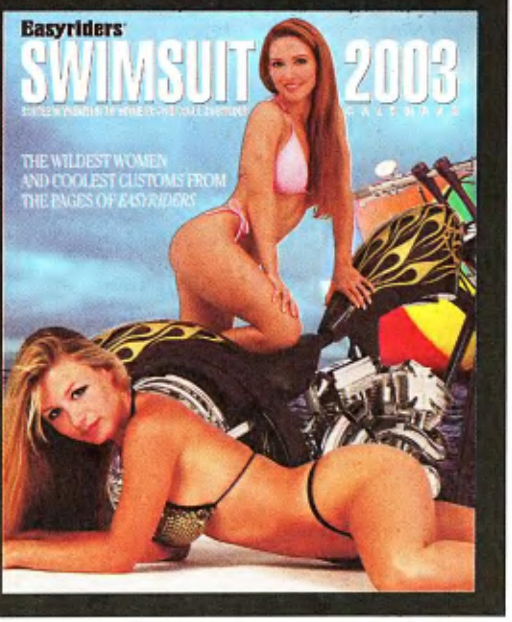

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Current events

Bike Shows Are Coming!

Bikes, Babes and Beer—is that Heaven or what? And it's all headed your way. Easyriders Bike Show 2003 blasts outta the hole in Pomona, Calif. on Jan. 4, tears into Denver Jan. 11 and continues to Sacramento, Calif., Jan. 18; Charlotte, N.C., Jan. 25; Louisville, Ky., Feb. 1; Memphis, Tenn., Feb. 8; Columbus, Ohio, Feb. 14-16; Kansas City, Mo., Mar. 29; and finishes in Dallas on Apr. 5. If wild custom bikes, great live music by Edgar Winter, motorcycle accessories and road wear, along with hot fashion shows and trophy-girl contests gets your blood to boiling, you gotta be there.

And—coolest of cool—if you've got an eye-poppin' custom scoot that you know is a trophy-taker, enter it in the competition and you may just see you and your ride featured in the pages of *Easyriders*, *V-Twin*, *Biker* or *In The Wind* magazines. Be there! Call 800-962-9857 for more information. —*Nomad*

Speed shop

Carl's Speed Shop Rolling Over Records

Faster! Faster! Seems to be the war cry reverberating through the Carl's Speed Shop pits. Carl's AHDRA Street Pro class dragster no sooner tore up the track in Norwalk, Ohio, that it conquered Maryland International Raceway.

At the AHDRA's Maryland event, July 4, the Carl's Speed Shop Street Pro bike outclassed the field by shattering the old ET record with a handful of runs in the 9.30s, topping it all off with their record 9.31 second pass to post yet another ET record. During the same weekend Carl's XL-based racer became the first in its class to break into the 5s for the 1/8-mile too, laying down a 5.95-second ET for that distance.

In a previous outing at Norwalk in June, Doug Morrow flew through the 1/8-mile in just 6.01 seconds in a second round elimination run. At this meet the Carl's Speed Shop bike came within a whisker of topping the existing AHDRA 1/4-mile ET mark with a 9.43 second run just 0.03 off the record. Doug said afterwards that he had his eyes set on the 1/4-mile record—and he got it.

Carl's Speed Shop already owns the Mile-Per-Hour record in the AHDRA's Street Pro class at 146.88, which was still standing after more than a year, as we went to press.

Street Pro is the AHDRA pro class most representative of a real street bike. There are no wheelie bars allowed, the tires must be DOT-approved, the bike has to start on its own with an on-board starter motor, nitrous oxide isn't allowed, and neither are air shifters.

"This is one class where you better have it all together, or you're going home early," says Carl Morrow. The Maryland contest was just the third time out in 2002 for Carl's Speed Shop and their yellow-and-black XL. —*Nomad*

Photos: ER Archives and Carl's

Such a deal!

JIMS Gears Down Prices On 6-Speed Transmissions

JIMS is re-pricing its entire 6-speed line, seeking to position itself as a more competitive contender in the American-made transmission market, the company recently announced.

To do this, JIMS was able to save a significant amount on production costs by enhancing its 6-speed production line with more versatile machinery and optimized procedures, they explained.

JIMS now delivers the same aerospace-quality and performance for all JIMS 6-speeds, but at a price that is up to 15% off previous suggested retail prices. JIMS has a complete listing of cool 6-speed applications in the new JIMS 2002 catalog, now available for download at www.jimsusa.com, or by mail-order by sending $15 ($25 overseas) to JIMS, 555 Dawson Drive, Camarillo, CA 93012.

You may also call JIMS at 805-482-6913 for the listing of your local dealer.

Two-wheeled Tidbits

Gunny Sack

SANTA MONICA, Calif.— According to reports from The Associated Press (AP), Keith Emerson's custom motorcycle, hand-painted with cover art from his band's 1973 album *Brain Salad Surgery*, was stolen from his home.

Emerson played keyboard with the group Emerson, Lake, and Palmer. This is a $60,000 scoot. Guess even the wealthy get ripped off.

VILNIUS, Lithuania— This AP story brings back memories from days long passed. To slow down the traffic, the cops in Lithuania thought it would be great to set up wooden cutouts of cops riding scoots alongside some highways. They seem to have pretty nasty traffic problems there, especially around schools and other high-density areas. Well sir, they tried that in the U.S. once, years ago, and, like there, the same damned thing happened: People went and STOLE the cutouts! Can't say it wouldn't be an attractive little item to own in your garage or clubhouse, can you imagine? Your own cardboard or wood cutout of a cop on a bike? I love it! Not that I'd be one to encourage theft, mind you.

— *Gunny, Oregon AIM chief of staff*

TP Engineering and Orange County Choppers

Choppers In The Spotlight On TV!

Photo: TP Engineering

The popularity of custom choppers recently spawned yet another TV spin-off. The Discovery Channel profiled TP Engineering and Orange County Choppers this past summer for a TV-special titled *American Choppers*, which aired through October.

The program focused on the alliance between the bike builder and engine manufacturer, spotlighting OCC's wild "Jet Bike" powered by TP's high-end Pro Series 124-cubic-inch engine. Tom Pirone and the TP team build a truly bulletproof motor (and they look good on TV too).

The cameras followed the bike-building process from conception to finished product; from OCC design through TP's precision manufacturing process to the final creation. And, finally, the fitting unveiling of the bike aboard the USS Intrepid aircraft carrier in New York. If you missed this one, there's more biker-TV on the drawing board. Stay Tuned.

—*Nomad*

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Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks Harley-Davidson, 3850 S. Huron Rd (M-13), Bay City

Missouri
Easyriders St. Louis, 11720 Dorsett Rd., Maryland Heights

Easyriders Springfield, 1310 S. Glenstone, Springfield

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Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Las Vegas Harley-Davidson, 2605 S. Eastern, Las Vegas

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 1220 S. Renaissance Bl., Albuquerque

New York
Light House H-D, 670 E. Jerico Turnpike, Huntington Station

Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville

Easyriders Greensboro, 106 College Rd., Greensboro

Ohio
Easyriders Columbus, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington
R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

TalkingTech

I GOTTA NEW BIKE

I just got the balls (and the means) to purchase my first Harley in March of last year. It is a 2000 FLHTC. I have kept up the service according to my service manual. My problem is that only 9,500 miles have been clicked off and the oil pressure has dropped significantly. Where it was about 25-30 psi at temp, it has dropped to 5-7 pounds at start up. The oil light actually comes on at idle when the motor reaches proper temp. This seemed to happen overnight. Have you had anyone else write to you about this problem? Would my guess of a stuck or broken spring in the oil pressure relief valve be logical?

Mongo
Guyton, Georgia

Replace the oil pressure-sending unit before you go any further. If that doesn't help, I'd guess that one of two things is causing your problem. First would be a damaged oil pump. A piece of debris may have come from somewhere—like a failing cam bearing or cam tensioner spring—and made its way through the pump. Speculating is fine, but your first step will be to remove the pump and look over everything inside the cam compartment. Yes, everything.

The Twin Cam engine is a little tricky to work on, so buy a factory manual and go by the book, with one exception: When you reinstall the pump, use a couple of Evo Tappet Guide Alignment Tools to line it up. Run the tools in but stop just short of finger tight. Get the back of your motorcycle up in the air, put it in fifth gear, and have someone turn the rear wheel as you run the alignment tools down and install the stock bolts in the other holes. Then remove the tappet guide tools, replace them with the remaining bolts, and torque everything to spec. I'd strongly recommend using blue thread-locker on the bolts.

The Twin Cam oil pump is somewhat sensitive to alignment. This is a generic fix that sometimes works for bros who have oiling problems— low pressure or poor scavenging—but can't find the cause.

Your ignition system could be causing the problem too. If a sensor or the module itself is faulty, it could be retarding the ignition timing and making the engine overheat. The Twin Cam ignition system is complex to say the least, so you might be better off having a shop handle this for you too. It's probably occurred to you to run heavier oil, but that's not the answer. Isolate the real problem, fix it, and enjoy what's left of the summer.

FROM JACKRABBIT TO SLUG

I have a 1987 FXSTC with a Merch 120 engine. It runs great except for a new misfire that I get at 100 mph in high gear. The ignition is a Crane Hi-4 that I have replaced and I have a Mikuni carb that I have taken apart and cleaned. I also replaced the fuel filter and checked the vent in the gas cap. My Softail used to outrun everything in town. Now it falls on its face right where it used to pull away from everyone. This is driving me fucking nuts. HELP!

Willy Mo
St. Petersburg, Florida

There's a problem in your electrical system, Willy. Either there's a bad connection somewhere, you have an intermittent short, or your ignition switch or a circuit breaker is acting up. The good news is that since the problem isn't tripping the main circuit breaker, it's probably in the ignition circuit. That narrows down the hunt considerably.

Check all connections at the battery, the coil, and the ignition switch. Give them a good tug—don't just look at them. Sometimes a wire will break at the terminal but is held in place by the crimp-on insulator. When vibration reaches a certain level, the end of the wire will drift out just far enough to break the connection.

While you have the dash off, flip it over and give it a close look around the ignition switch hole. The dash could be vibrating enough at high speed to contact one of the switch terminals or screws, which would cause a temporary short. If that's the case, just shim up the dash and you're done.

If you don't find anything in the wiring, it's time to start replacing parts. I'd bet the ignition switch is at fault, and start there. H-D brand switches cost more than the Taiwan imports, but they seem to last longer, especially on big-inchers. That's nothing against Merch, because they all vibrate. Replace the circuit breakers next, then the coil. I don't know about the switch and breakers, but you shouldn't have too much trouble talking a buddy into lending you his coil.

Most problems like this are caused by the electrical system, not the carb.

CARB CRUD

The carburetor on my 86-inch shovelhead blows out a gasoline cloud whenever the air cleaner is off. It runs OK, but I am worried that the gas will catch fire if I get a backfire or something. The carburetor is an S&S Super E but this doesn't happen to any of my friends with S&Ses. I have changed jets but that doesn't help. How about putting baffles in my drag pipes?

Jupe
AOL Abuser

You didn't mention your cam, but I can probably guess which one it is. If I'm right, that one is notorious for causing fuel standoff. Retarding or advancing your ignition timing a little might help, but changing cams is the real fix. Try the Andrews B grind, V-Thunder SHV 4030, or Crane Fireball

308B. Hotter grinds might produce more peak power, but these three will be peppy throughout the rpm range.

Check with the manufacturer to be sure it's compatible with your lifters, and you'll need to know how much lift your heads will take. If your cam is the one I'm thinking of, it has a fairly conservative lift. Whatever you do, don't just throw a new one in and hope for the best.

Forget about baffles, as they'll just kill power. If you get a sudden attack of social responsibility, just have another beer or get a set of low-restriction mufflers from Cycle Shack.

WHAT THE...?

I have problems making friends. Will you be my Pen-Pal?

Sal
Savannah, Georgia

Uh, let me think....NO!

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

"I need the weight to get through the snow!"

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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629 E.. Sunrise Blvd.
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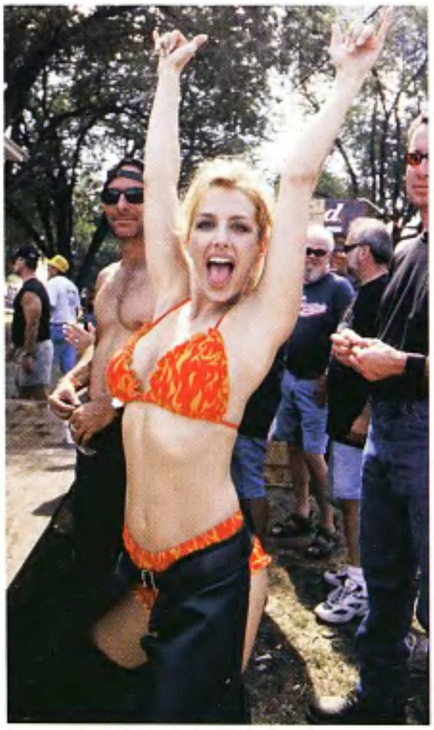
WWW.THUNDERCYCLE.COM
Thunder Cycle's Slice Wheel & Radius Fender
Air Cleaner with 4 Different Interchangeable V Stacks
Thunder's Shroud for Brute 5 Belt Drives
Thunder's New Death Grips (5 Styles)
Thunder's Inside Radius License Plate
Thunder's Custom Forward Controls
HUNDERBIKES, INC. MANUFACTURING COMPANY

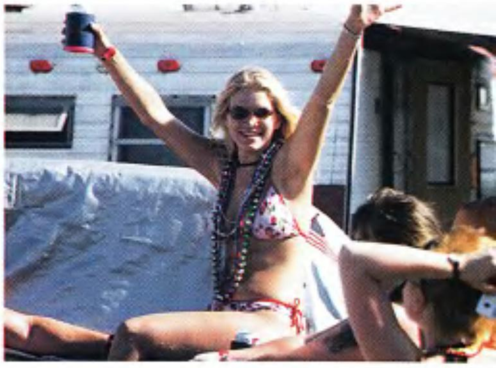
C H I L L I C O T H E

ULTIMATE BIKER RODEO

Summer was a long time coming this year in Ohio because of a cold, wet spring, so most bikers weren't looking forward to Labor Day, the traditional end-of-summer holiday weekend that signals the finale of an always too short riding season. But thousands of 'em found a reason to celebrate by attending the biggest, baddest, Buckeye biker bash of the year. —*Dave Nichols*

One name is synonymous with a biker party in Ohio: Chillicothe. Once known as the capital of the state, now known as Bikerdom. For the past six years, come Labor Day weekend, this quiet community of 22,000 practically doubles its population and transforms into a raucous, rowdy rendezvous for riders near and far.



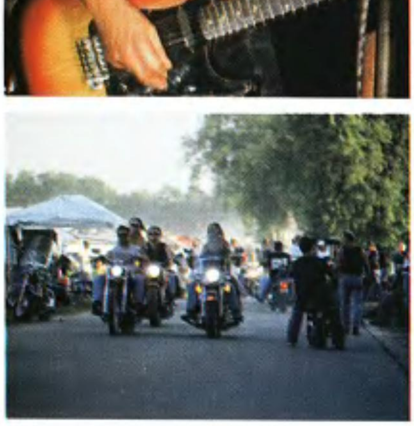


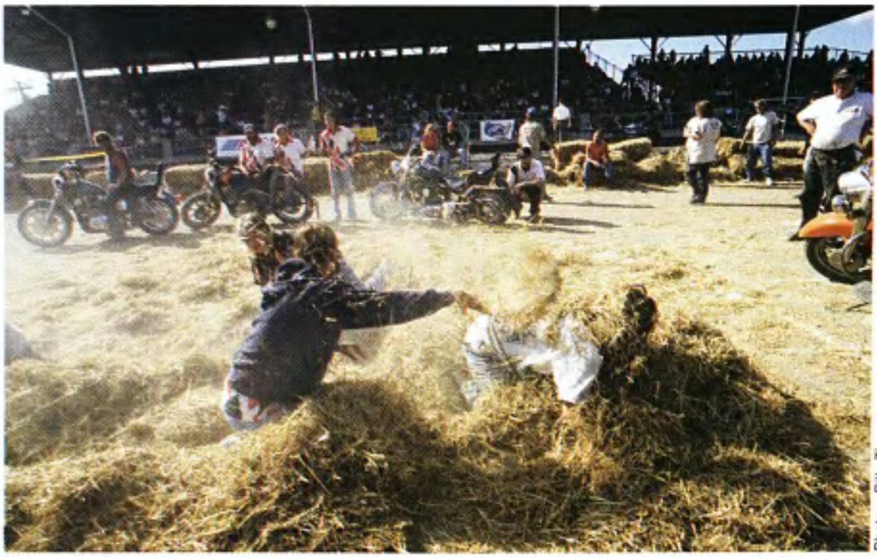
Luckily for area residents, most of this revelry is confined to the famous Ross County Fairgrounds, and luckily for area bikers, the Easyriders Rodeo circuit rides into town with all the thrills, spills, chills and excitement of their Rodeo Grand Nationals.

The annual Easyriders Rodeo Grand National Finals pits the cream of the crop, competitors who've dragged, barrel raced, slalomed and weenie bit their way through three months of rodeos, to see who'd rise to the top.

When all the mud, blood and dust settled on the 2002 rodeo season, Ohio native Robert Tabor once again walked away with the championship crown—for the sixth year in a row! However, the real winners were the tens of thousands of spectators who were able to enjoy the competition on the track and in the arena and the camaraderie among the bikers camped out in the fairgrounds. To say nothing about putting off thoughts of winter for at least one more weekend.

—Bill Bish





Photos: Billy Tinney

Easyriders Rodeo Tour Results • Chillicothe, Ohio • Aug. 29—Sept. 2, 2002

Event/Competitor(s)	City/State	Points
SLOW RACE		
1. Robert Tabor	Canton, Ohio	200
2. Jason Tabor	Canton, Ohio	150
3. Chris Summers	Herrin, Ilinois	100
4. Jack Jeavons	Wakeman, Ohio	Non ARROW rider
WIENIE BITE		
1. Robert Tabor	Canton, Ohio	200
Ellie Billman	Louisville, Ohio	
2. Jason Tabor	Canton, Ohio	150
Nicki Abhaisi	Canton, Ohio	
3. Jack Jeavons	Wakeman, Ohio	Non ARROW rider
Kelly King	Wakeman, Ohio	
4. Jim Albney	Richmond, Virginia	50
Pam Albney	Richmond, Virginia	
POTATO HAYSTACK		
1. Don Seabolt	Greenville, Michigan	100
Amy Leiter	Greenville, Michigan	
2. Robert Tabor	Canton, Ohio	75
Ellie Billman	Louisville, Ohio	
3. Troy Fitzsimmons	Eldred, Pennsylvania	50
Kelly Sherwood	Eldred, Pennsylvania	
4. Jim Albney	Richmond, Virginia	25
Pam Albney	Richmond, Virginia	
KEG DERBY		
1. Robert Tabor	Canton, Ohio	200
2. Dano Simmons	Kannapolis, North Carolina	150
3. Jason Tabor	Canton, Ohio	100
4. Steve Malice	Flint, Michigan	50
BARREL RACE		
1. Robert Tabor	Canton, Ohio	200
2. Jim Albney	Richmond, Virginia	150
3. Jason Tabor	Canton, Ohio	100
4. David Albney	Eldred, Pennsylvania	50
BRAIN BUSTER		
1. Bill Patton	Louisville, Ohio	100
Melissa Ellyson	Louisville, Ohio	
2. Troy Fitzsimmons	Eldred, Pennsylvania	75
Kelly Sherwood	Eldred, Pennsylvania	
3. Jason Tabor	Canton, Ohio	50
Nikki Albhaisi	Canton, Ohio	
4. Robert Tabor	Canton, Ohio	25
Ellie Billman	Louisville, Ohio	
1,000-POUND FUEL SLED		
1. Robert Tabor	Canton, Ohio	700
2. Bill Patton	Louisville, Ohio	400
3. Jason Tabor	Canton, Ohio	300
4. Dwayne Burgess	Salibury, North Carolina	150
TRIKE GAS CLASS		
1. Dwayne Burgess	Salisbury, North Carolina	700
2. Robert Tabor	Canton, Ohio	400
3. Bill Patton	Louisville, Ohio	300
4. Stan Leiter	Ionia, Michigan	150
TRIKE FUEL CLASS		
1. Don Seabolt	Greenville, Michigan	1000
2. Larry Panks	Ionia, Michigan	600
3. Steve Wheeler	Westford, Michigan	400
4. Michael Poisson	Flint, Michigan	200
TIRE RIDE		
1. Troy Fitzsimmons	Eldred, Pennsylvania	150
Kelly Sherwood	Eldred, Pennsylvania	
2. Jim Albney	Richmond, Virginia	100
Pam Albney	Richmond, Virginia	
3. Robert Tabor	Canton, Ohio	50
Ellie Billman	Louisville, Ohio	
TOP COWBOY		
1. Robert Tabor	Canton, Ohio	
2. Jason Tabor	Canton, Ohio	
3. Don Seabolt	Greenville, Michigan	
RIDE-IN BIKE SHOW WINNERS		
1. Combs Custom Cycles	Leburn, Kentucky	2002 Custom
2. Kenny Britt	Warren, Ohio	2002 FLSTC
3. Lynn & Denise Redman	Kissimuee, Florida	2000 Softail
TATTOO SHOW WINNERS		
COLLECTOR	**CITY/STATE**	**ARTIST**
1. Patricia (Dragon Lady) Taylor	Allen Park, Michigan	John, Blue Devils
2. Jamie Mallory	Ft. Wayne, Indiana	Jeff Clem, Unique Ink
3. Angel McFarland	Chillicothe, Ohio	Glenn Scott

GUIDE TO HARLEY'S 100TH

Ride to the party of a lifetime.

It started with a dream.
The dream became a reality.
Reality evolved into a legend.
That legend is Harley-Davidson.
The legend rolls on.

It has been 100 years in the making, and in all of human history, you are alive to experience the ultimate birthday bash, as Harley-Davidson celebrates 100 years of great motorcycles.

With its Open Road Tour well underway, Harley-Davidson is celebrating its 100th Anniversary louder, longer, and mo' better than any company has ever dared to celebrate. And there's good reason for it. No other company, American or otherwise, has had as much impact on the psychological and sociological Richter scale in almost every part of the world than Harley-Davidson. I say almost, because, as far as I know, there are no Harleys in Antarctica.

But elsewhere on this ever-shrinking planet, the name Harley-Davidson is synonymous with the open road, adventure, and excitement on all possible levels. Thus it should come as no surprise that the pre-birthday parties (each offering mega-thrills by themselves), stretched out over a whole year and several continents, are but a mere hint at what is sure to await the unsuspecting visitor next August in Milwaukee.

Let's take a look at one of Open Road Tour extravaganzas: the stop in Los Angeles, California. As the third leg of a 10-part international tour (with prior stops in Atlanta and Baltimore, and followed by Toronto, Dallas, Mexico City, Sidney, Tokyo, Barcelona, and finally, Hamburg, Germany), Los Angeles saw the Harley mystique in full force and display at the California Speedway in nearby Fontana.

Of course, there were people, and lots of them. The Speedway was packed with visitors eager to take a closer look at this 100-year-old legend. They could do so in the various exhibits the company had set up. There was the "Journey" exhibit, showing to all who came the history of Harley-Davidson in rich drama, passion and tradition, with multimedia and historic displays, original artifacts, reproductions of vintage machines, and some extraordinary material from marketing campaigns, including a re-creation of the original shed in which the company was born.

From there, it was a short skip to the "Machine" exhibit, where you could see the various incarnations of the famous V-twin engines that have been the heart beat of Harleys for generations. You could also feast your eyes on select motorcycles from the company's archives. Here, you could find a pristine 1957 Sportster, or a 1907 Single, or a 1932 Model VL, or any number of original milestone bikes that have so enriched the company's—and the riding public's—life.

Around the corner from the "Machine" exhibit stood the "Culture" exhibit, giving the awestruck visitor a glimpse of the impact these motorcycles have left on art, fashion, movies, television, and music, leaving an indelible mark not only on the American culture and on cultures around the globe. You could not only drool over Elvis' 1956 KH-Model or John Bon Jovi's 1992 Heritage Softail, but also get mesmerized by the sounds and sights of a multimedia display involving music, videos, and most of all, the electrifying atmosphere (the biker movie clips were outta sight!). If you felt particularly bold, you could even get yourself a stick-on tattoo with a Harley motif.

And if that wasn't enough for you, you could always check out the two stages set up for live entertainment. The Ford Motor Company, also a centenarian and Harley's alliance partner during the Open Road Tour, had set up a Ford Drive-In featuring various Ford models from different eras including futuristic prototypes and the famous Ford/Harley F-150s. At the Ford stage visitors could enjoy the musical offerings of Joe D'Urso & Stone Caravan among others.

But the real thrill, of course, was the massive Harley-Davidson stage, where over the course of three evenings such diverse luminaries as Los Lobos, Earl Scruggs, the Doors, Nickelback, Billy Idol, the Stone Temple Pilots, George Clinton, the Doobie Brothers, Journey, and Kid Rock played their hearts out. It was certainly interesting to watch how the audience kept changing from one show to the next.

While the musical acts varied from one venue to the next, the rest of the Open Road Tour stayed the same, whether you were in Atlanta or Dallas, or even if you plan attending in Tokyo or Hamburg.

But the climax of the whole tour, the Big O, so to speak, will happen the weekend of August 28-31, 2003, when hundreds of thousands of Harley-Davidson fans will converge on Milwaukee to usher their favorite motorcycle manufacturer into its next century with much fanfare, partying, and thunder. It will be a birthday party unlike anything this world has ever witnessed or is likely to witness for another 100 years. This is the event of a lifetime for any motorcycle enthusiast, regardless of what he or she rides. You want to be there for this historic event, and we at *Easyriders* share your excitement and anticipation. That's why we'll bring you the following info about what you can expect next year in Milwaukee, how to get there, where to hang out, party, and stay once you're there. Be sure to visit Harley's official Web site at www.harley-davidson.com for all the up-to-date information. Happy 100th Birthday Harley-Davidson, may your ride never end.

—Tripper

The event to launch Harley-Davidson into the next 100 years is the 100th Anniversary Party in Milwaukee's Veteran's Park on the shores of Lake Michigan, Sunday, August 31, 2003. Get ready for one of the biggest birthday parties the world has ever seen.

The main stage event will feature big-name, live entertainment and will be the culmination of the yearlong anniversary celebration and kick-off another century of great motorcycles. Along with thousands of Harley enthusiasts from around the world, the state of Wisconsin and the city of Milwaukee are poised to become the setting for the largest 100th birthday celebration the world has ever seen.

Thousands are expected to revel with Harley-Davidson during the 100th Celebration. The three-day festivals will include events at Milwaukee's Miller Park and Summerfest Grounds, as well as the Experimental Aircraft Association (EAA) Grounds in Oshkosh, Wisconsin. Harley will offer special tours of their various factories and facilities so you can see where your bike was born.

The Celebration events will take place August 28, through August 30, 2003. More ticket and entertainment info for the 2003 events in Wisconsin are also available on the Harley Web site.

H.O.G. Party

In recognition of the Harley Owners Group 20th Anniversary, part of The Celebration festivities will include a H.O.G.-exclusive event featuring top entertainment that will rock Milwaukee.

Where to Stay

Housing is now available for Harley's 100th Anniversary events in Wisconsin, August 28-31, 2003. The 100th Anniversary activities will be taking place in Milwaukee, Oshkosh, and surrounding areas of southeastern Wisconsin.

Mega Housing Management is the official housing bureau for the 100th Anniversary events. In preparation for the 100th Anniversary, last year Mega Housing secured a great deal of accommodations in the Milwaukee area. However, additional housing is continually becoming available as hotels and other suppliers release accommodations that were not included in the original Mega Housing room block.

Mega Housing will take reservations on a first come, first served basis for the best accommodations. They can also help secure accommodations outside of Milwaukee, in southeastern Wisconsin and northern Illinois and campsites.

Customers may make reservations with Mega Housing by visiting their Web site at: www.megahousing.com/100/. You can get to Mega Housing's site through the official Harley-Davidson site as well. Mega Housing will also take reservations by telephone at 1-800-773-5069 (toll-free within the U.S.) or 414-325-5028. Operators will be available Monday through Friday, 8 a.m.-5 p.m. CST. Due to the limited availability of space, only one reservation will be allowed for each person; guests may not reserve blocks of rooms. However, a guest may make multiple reservations on behalf of a group, provided that each reservation is made under a different name and credit card number.

Note that attendees of the 100th events are not obligated to use Mega Housing; customers may make arrangements on their own or through a travel agency. Housing prices and length of stay are determined by each provider and will vary.

As usual, please keep in mind that all dates, locations, times and activities are subject to change. For the absolute latest information, we suggest visiting Harley's official site www.harley-davidson.com. That way you can't blame us for getting it wrong. We're sure you'll find enough stuff to blame us for later.

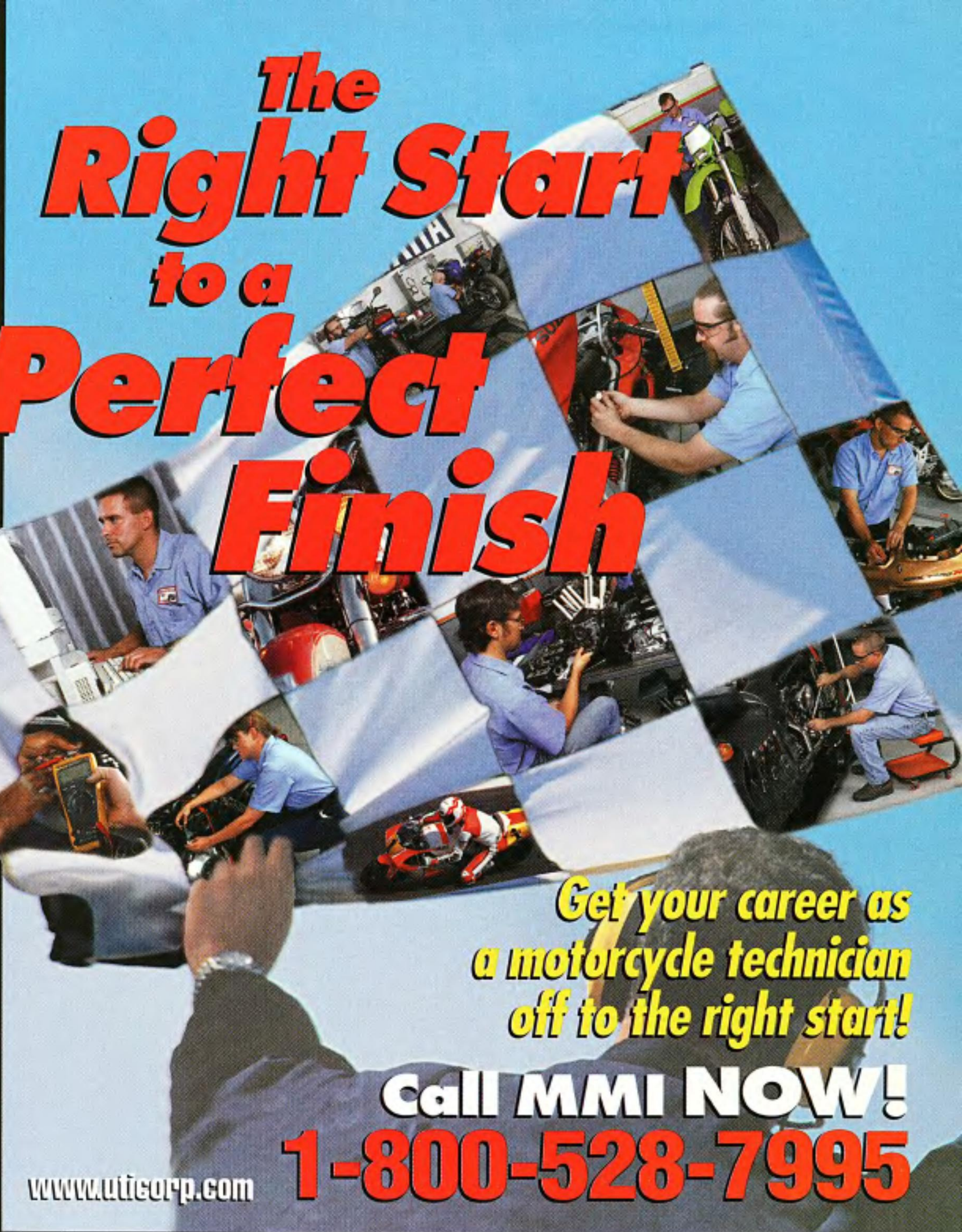
Partying It Up in Milwaukee

- Manufacturer Supported Training Facilities
- Hands-on Training
- All Tools Provided
- Approved for Veteran's Training
- $1000 Worth of Snap-on Tools Upon Graduation
- Nationwide Graduate Employment Assistance
- Performance Programs
- Financial Aid Available to Those Who Qualify

Motorcycle Mechanics Institute

offers manufacturer specific training endorsed and supported by these major companies:

Harley-Davidson Motor Cycles
Honda
Kawasaki
Suzuki
Yamaha



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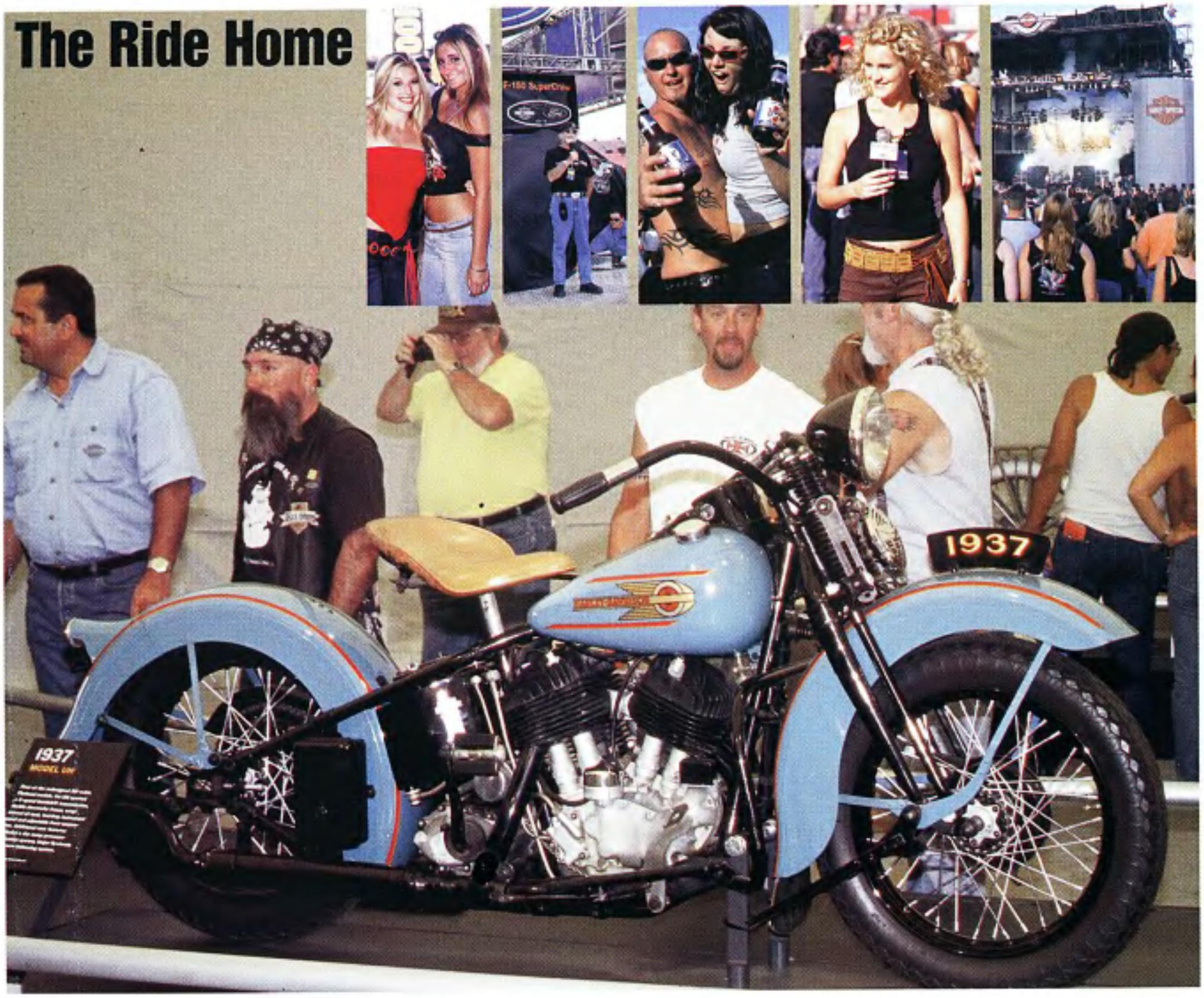
The Ride Home



Photos: Ken Ross and Markus Cuff

Forget Rome: During the month of August, 2003, all roads will lead to Milwaukee. If you want to get there in style, you'll be riding there on your very own Harley-Davidson motorcycle. Now, you can do this on your own, with a group of friends, and on any roads to your liking, or you can join the company's Ride Home. Following the global Open Road Tour festivals, the Ride Home allows riders from around the world to travel one of four routes across the U.S.: Northwest, Southwest, South Central and Northeast. All four rides culminate in Milwaukee on August 27, 2003, for celebration events.

The rides are unguided so riders may go at their own pace, but there will be scheduled gathering points at locations along the routes where enthusiasts can enjoy Harley-Davidson camaraderie. A Ride Home Commemorative Kit will be available for purchase. This kit includes the following one-of-a-kind Ride Home merchandise: pin, T-shirt, reflective patch, embossed leather trinket box. This kit is not required to participate in The Ride Home, but it is the only official Ride Home merchandise available. Each kit costs $100 and a portion of the sales will be donated to the Muscular Dystrophy Association. Check Harley's Web site for more information on how to purchase these kits.

The routes go along some very scenic roads and are broken up into various segments highlighted by different parties along the way. Here's a breakdown:

The Northwest route starts in Portland, Oregon, with a rendezvous and a dealer party, followed by more dealer parties in Kennewick, Washington; Missoula, Great Falls, and Billings, Montana; a rendezvous, dealer party and street party in Sturgis, South Dakota; dealer parties in Sioux Falls, South Dakota, and La Crosse, Wisconsin; a rider oasis in Madison, Wisconsin, and arrival in Milwaukee thereafter. Well, duh.

The Southwest route commences with a rendezvous, dealer party, and exclusive party in Las Vegas, with further stops and killer parties in Flagstaff, Arizona; Albuquerque, New Mexico; Amarillo, Texas; Oklahoma City; Kansas City, Missouri; Springfield, Illinois; and Madison, Wisconsin.

The South Central route starts off in Baton Rouge, Louisiana, and continues on to Memphis, Nashville, Indianapolis, Rockford, Illinois; and then Madison, Wisconsin, before ending in Milwaukee.

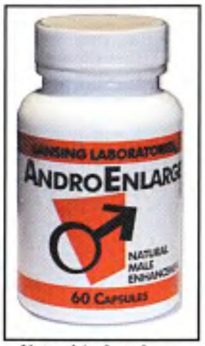
The Northeast route starts out from New York City to the nations' capital; Harrisburg, Pennsylvania; Buffalo, New York; Dearborn, Michigan; Joliet; Illinois; and Madison, Wisconsin; before…you get the idea.

—Dave Nichols

Easyriders *is proud to congratulate Harley on 100 years of building a legend that will never die. We'll see you all in Milwaukee next August. Check www.harley-davidson.com for updates on all the excitement of the big party. It's a once in a lifetime chance to be part of Harley history.*

The Original Penis Enlargement Pill — **Androenlarge**

What Would Your Lover Never Tell You to Your Face?



Natural Androenlarge Capsules — the ONLY Penis Enlargement Capsule That Really Works!

The Answer — Size Does Matter!

SCIENTIFIC RESEARCH!

Scientific research has discovered a new herbal formula that generates significant increase in penis length and diameter by stimulating the body's natural production of growth hormones and male sex hormones known as androgens. Androgens when combined with growth hormones influence the development of the reproductive system causing the penis to start regrowing at an accelerated rate.

DESCRIPTION

The formula is presented in capsule form and is 100% pure herbal in content. It is a sectretagogue by function and generates significant increase in penis length and diameter by causing the erectile chambers to grow in both length and width. The erectile chambers once enlarged hold more blood allowing a larger, stronger, more muscular erection. Androenlarge results in a usual growth rate of 1 inch per month. Average results are reported as 1-3 inches gained in length and a 50% increase in width if taken for the recommended time period of three months.

HOW ANDROENLARGE WORKS:

The formula is hormonal in function. It causes the body's pituitary gland to release human growth hormones, while stimulating the testes and adrenal glands to secrete male sex hormones known as androgens directly into the bloodstream. Androgens are a group of male sex hormones that influence the development of the male reproductive system, especially the penis. The theory behind the formula is to cause the body to reproduce the elevated hormone levels present during puberty. During puberty the penis experiences a growth of 5-8 times. Studies indicate that a man's penis size is directly related to the length of their puberty. The longer puberty lasted the longer the penis. Androenlarge recreates these elevated hormone levels and maintains them so the penis will start to regrow. Increases of up to 1-3 inches have been achieved.

MEDICINAL INGREDIENTS

The formula consists of five ingredients.

1. TRIBULUS TERRISTRIS

Tribulus Terristris also known as puncture vine is an herb used in Indian Ayurvedic medicine. Tribulus stimulates the pituitary gland to secrete luteinizing hormone (LH) directly into the bloodstream. Luteinizing hormone triggers the testes to produce the testicular androgen, testosterone. This causes the penis tissue to become denser, stronger, and more muscular allowing rock hard erections.

2. HORSE CHESTNUT SEED EXTRACT

Horse Chestnut Seed Extract is a widely prescribed medicine in Europe. This extract contains active saponins called escins. These compounds stimulate the pituitary gland to release the hormone called adrenocorticotrophic hormone (ACTH). This hormone causes the adrenal cortex to produce the adrenal androgens dehydroepiandrosterone (DHEA) and androstendieone. These androgens stimulate all aspects of penis growth. They promote cell development, which results in an increase in length and thickness.

3. SCOTCH PINE TREE POLLEN

Scotch Pine Tree Pollen is found to be a natural source of the adrenal androgen called androstendieone. This hormone is a direct precursor to testosterone. Regular ingestion of this herb has been shown to increase androgen levels significantly. Androstendieone produces more frequent and powerful erections and more deep felt sensations causing intense orgasms, dramatically improving pleasure for you and your partner.

4. MUCANA PRURIENS

Mucana Pruriens contains the amino acid called L-dopa. This herb has been shown to increase growth hormone levels. A 1976 National Institute of Aging study found that the administration of L-dopa to patients resulted in a dramatic increase in growth hormone levels. Growth hormones when combined with androgens stimulate cell development and initiate penis regrowth. This creates a more youthful penis delivering more powerful thrusting ability, allowing you to last as long as you want.

5. CHINESE WOLFBERRY

Chinese Wolfberry has been shown to facilitate the conversion of human growth hormone into insulin growth factor 1. This is the hormone responsible for the development of the body's connective tissues. The penis consists of erectile chambers that are primarily made of connective tissue. Wolfberry, by promoting the conversion of growth hormone to insulin growth factor 1, stimulates the growth of these chambers making them longer and wider, allowing them to hold more blood, achieving a larger, stronger erection.

WHEN WILL YOU SEE RESULTS?

With Androenlarge most men start to see results in 3-4 weeks. The average increases are one (1) inch per month in length and a 50% increase in width if taken for the recommended three (3) months. Androenlarge will increase your penis size from one (1) to three (3) inches. Your penis will be thicker and fuller. You will be able to achieve rock hard erections any time you want and last as long as you want. Androenlarge will intensify your orgasms, increase your self-confidence allowing you to satisfy your lover as never before.

GUARANTEE

ANDROENLARGE® is natural, safe, permanent and has no side effects. It is a safe alternative to expensive pumps or dangerous surgery, and is unconditionally guaranteed to work. If for any reason you feel that it is not working for you, just send back the empty bottle or the unused product and we'll give you a complete refund-no questions asked. Therefore in order to achieve the penis size and diameter that you always desired then please respond to the order form below.

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Prices Including Shipping & Handling
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2 Bottles - $115.80
3 Bottles - $168.70

To order by phone call 1-800-369-4699
24 hours a day
Over the web at - www.androenlarge.com

REPUBLIC OF TEXAS RALLY IS A THROWBACK

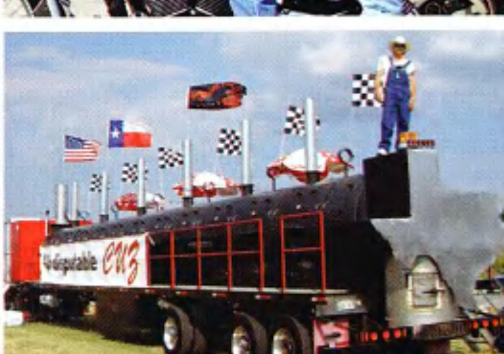
LETTIN' LOOSE IN THE LONE STAR STATE

At the Easyriders Bike Show in Dallas last April, our brother and colleague, Rick Fairless, owner of Easyriders of Dallas, gave us a heads up about the Republic of Texas Motorcycle Rally, an annual summer event in Austin, Texas. Rick, born and raised in Dallas, has supported the Rally since its inception in 1996, usually renting vendor space for selling products and displaying custom bikes from his shop. He said the Rally would draw people from all over, from Canada to Mexico. "Further," he said, "as a Texan, I'm proud to be able to go to a big national rally that's held right here in our own backyard." He went on to say that he'd bring plenty of Lone Star beer. That sold us. We're easy.

AMERICAN IRONHORSE MOTORCYCLE COMPANY
IRONHORSE

The proud history of the Lone Star State is rife with trailblazing leaders willing to take on all challengers to freedom, ready to go it alone against all odds in order to preserve liberty beginning with the Republic of Texas: men like Stephen F. Austin, Sam Houston, James Bowie, and William Barret Travis, to current Texans like singer/songwriter, cult hero, Willie Nelson and a special freedom fighter, Sputnik, of the Texas Motorcycle Rights Association, who led the fight for bikers to choose for themselves to wear or not wear a skid lid. All of them fought against seemingly impossible odds in the name of freedom and justice. All succeeded—sorta, sorry Willie.

Which brings us to the eighth annual Republic of Texas Biker Rally and Races, and its celebration of the concept of independence by mixing motorcycles with a good time. The last one took place May 31-June 2, at the Travis County Exposition Center outside the capital city of Austin. The co-Honchos, as Jim Henry and Jerry Bragg bill themselves, tout the event as the "biggest biker rally in Texas, and is now one of the largest turnstile rallies in North America."



We spent a weekend slogging around the sprawling 150-acre fairgrounds in 90-degree weather with mild humidity, partyin' with our people—the Biker Nation of the Republic of Texas. And, they can party in Tejas!

Jim and Jerry started it after their North Dallas H.O.G. Chapter held a successful state rally at the site in 1995. They saw great potential, in the fairgrounds complex, and with the full support of the city of Austin, and particularly Mayor Gus Garcia, have created an epic event. From a gate of 7,000 in '96, to 31,000 bikers who rolled in last year (not counting approximately 10,000 others who came to Austin but not through the turnstiles), this thing has hit the jackpot. Estimates put the financial impact on the Austin area to be approximately $21 million! No wonder they're loved.

Now they're preparing for a turnout that could hit 35,000 in '03. Jim said, "The biggest obstacles are the logistics, taking care of the people, we're working on getting more shower trailers and expanding camping. But traffic control is our biggest concern." Messrs. Henry and Bragg are the only two full-

time, year-round employees, but over 200 volunteers, primarily from the Texas CMA, lend a hand throughout the weekend.

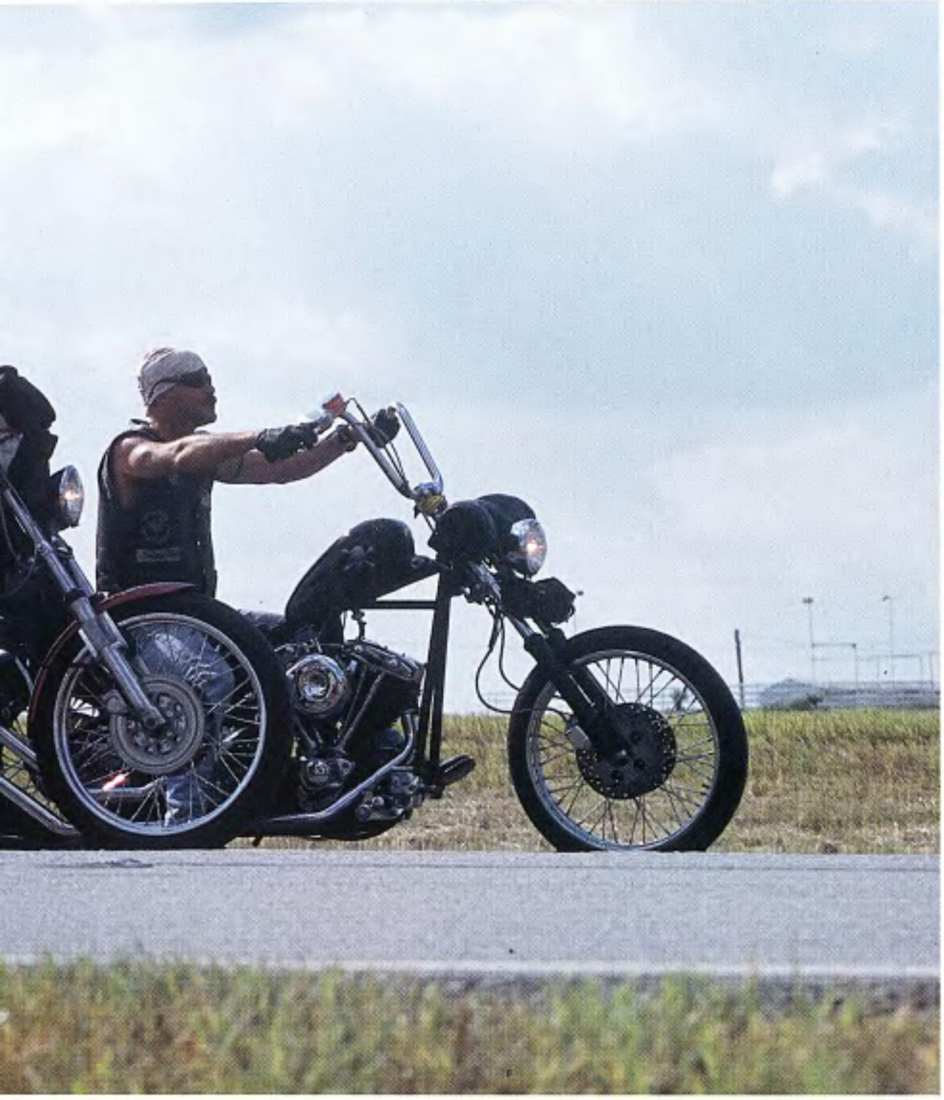
Jerry described the ROT Rally as a three-ring circus. They "try to give people more to do than they can do." And that strategy works—it's harder'n hell trying to make it to all the events goin' on.

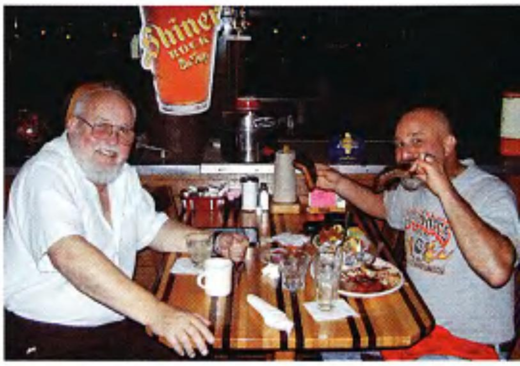
It was refreshing to be at a biker event that, A.) Doesn't pretend to be a family affair (although kids are welcome, most folks we talked to wanted a weekend away from 'em), and, B.) Allowed bikers to have fun and actually be ourselves without worryin' about The Man. The main ingredients—food, drink, and beer (burp), were on hand and reasonably priced ($4 brewskis).

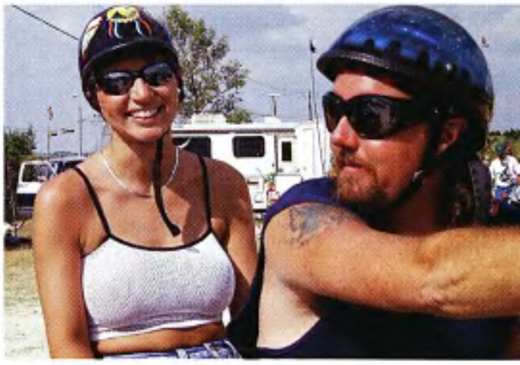
For those wanting the Texas wind in their face, there was a poker run and self-guided tours of the gorgeous Hill Country surrounding Austin. A local Joe (his real name), got us to County Line BBQ On the Lake, a tasty barbecue joint loaded with Americana in an old hunting lodge overlooking Lake Austin. Another highlight outside the gates, was watching bikes roll by a cool country bar with a dilapidated sign almost reading: This Is It Tavern, on the corner of U.S. 290 East and Decker Lane. A tanker truck 18-wheeler was parked there and instead of dispensing gas, it was set up for cookin' barbecue. The Undisputable Cuz, the world's largest transportable barbecue pit is run by Bud, and his partner, Larry. Cuz's served up a zesty sandwich, drippin' with sauce. The corner was an attraction in itself, especially when scooter pilots pulled in with hot babes packin' on back like Becky and Mellissia from Glen Rose.

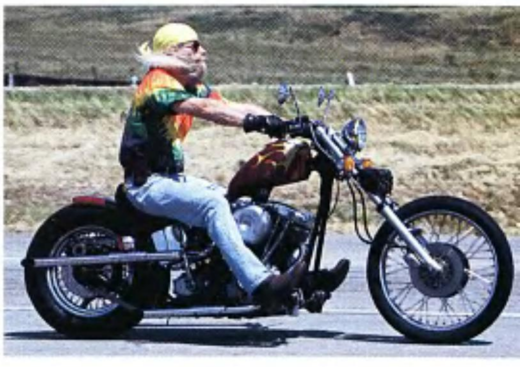
Back at the Rally, there was a parts swap meet, Balls Of Steel Stunt Team and Xtreme Freestyle moto-x daredevils, or the AMA-sanctioned flat track races for the competitive among us.

Air-conditioned vendor halls butted up to a monstrous Show Barn where a jillion









sleds entered Saturday's bike show and were sitting on dirt looking as sharp as possible. The bike show is handled by the Mid-Cities Cruisers club under the guidance of Robert and Bette Osteen.

Music was played on two stages, indoors and out. We really liked the knockout performance late Saturday afternoon of Sheila Marshall and her rockin' band from Houston, especially as the long-legged sexy brunette belted out both cover tunes and her own. Every CD player should have her in it.

Saturday night got a jump from Tracy Conover, followed by The Charlie Daniels Band, who kept an eight-year string intact of high-quality, prominent musical acts being presented at the ROT Rally. An enthusiastic greeting filled the packed house at Luedecke Main Arena, making the place a bubbling cauldron of Southern rock 'n' roll, mixed with a fair amount of gospel from the big man. Next year, The Killer, Jerry Lee Lewis is lined up.

Things heated up afterward when a bevy of babes—the *Penthouse* Professional All-Stars—provided lusting lads with a wet T-shirt contest that made for a terrific Kodak moment. That led into what has become a ROT Rally tradition— the Breeze Ride. That's when a bunch of not-shy folks from both genders ride around the campground buck naked, egged on by cheers and photoflashes emitted from hundreds of liquored-up, tit-hungry party maniacs. Thanks to film and videotape, some of them may even remember it.

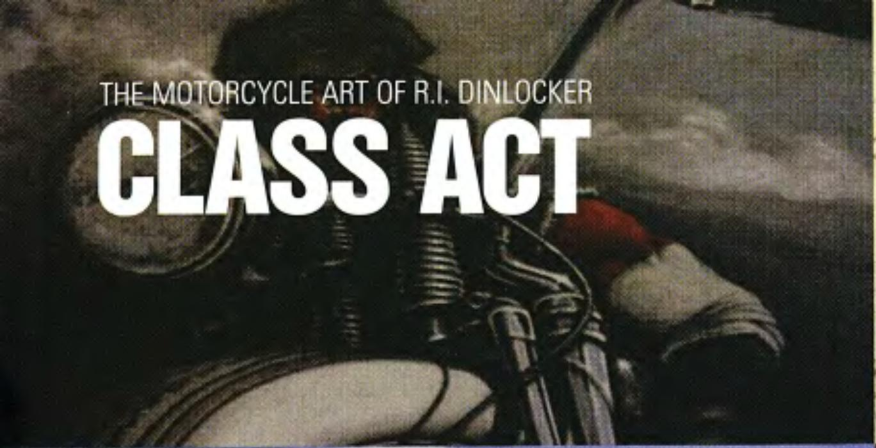
For sure, there'll be no forgetting the Republic of Texas Motorcycle Rally and Races here. Be there next year from May 30 to June 1. To make sure you have all the latest info, check their Web site: rotrally.com, and get registered for lots of good old-fashion Texas fun.

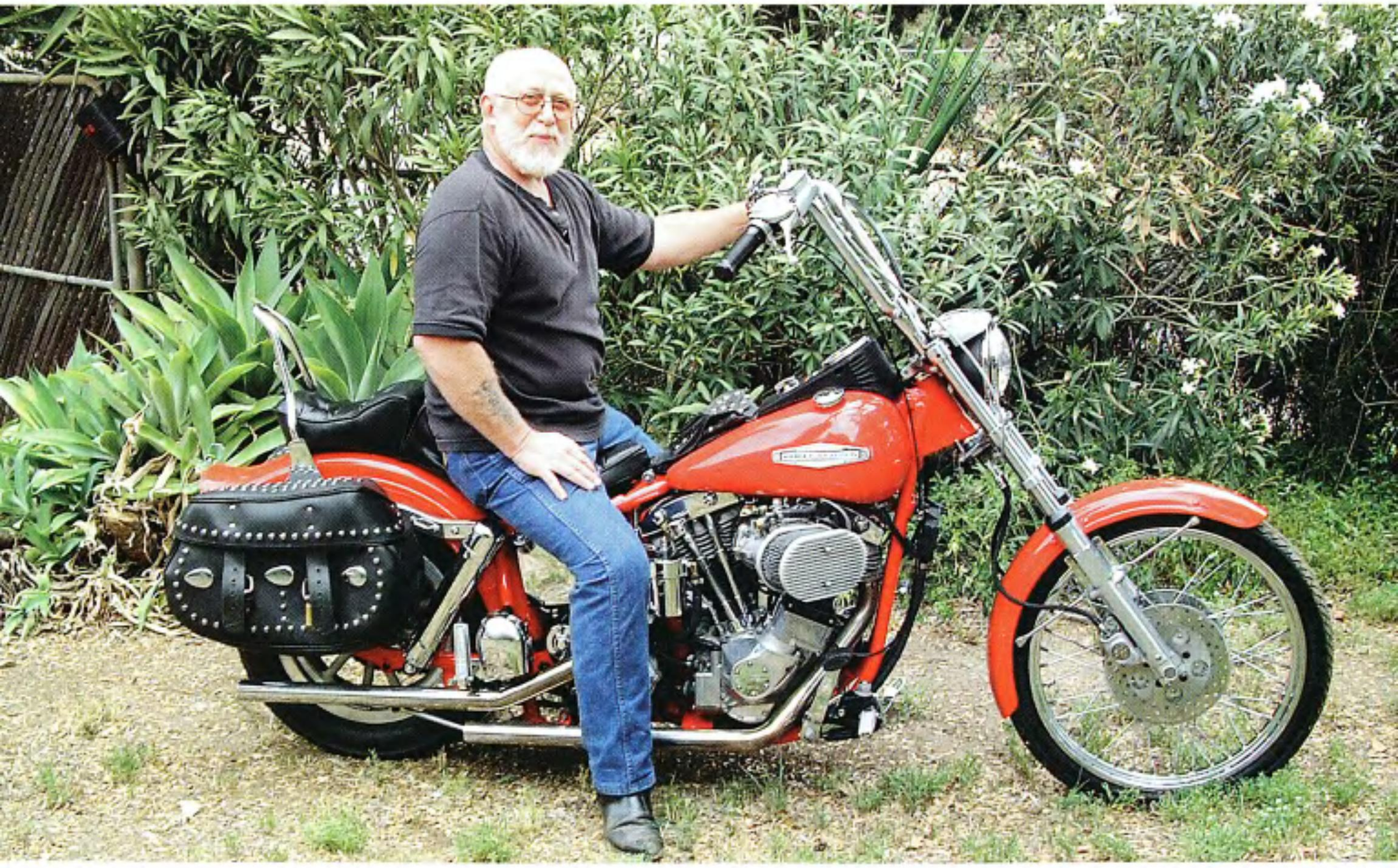
—Raider Rider

Photos: Kim Peterson

THE MOTORCYCLE ART OF R.I. DINLOCKER

CLASS ACT





So the ol' lady is bitchin about the crates of parts in the livin' room, the oil and grease everywhere in the house and you're startin' to think she has a point. Maybe ya just wanna class up the joint. Even hang some fine art.

Some of the old-timey folks who are longtime readers of these fine rags may recall the work of R.I. Dinlocker. His illustrations have appeared sporadically in *Easyriders*, *In The Wind* and *Biker* over the years. He first appeared in August of '76 and he also did the header art for the Vet Voice column.

Five of his paintings are now available in museum-quality, giclee digital prints, which are incredibly vivid in color and detail. They are printed on 100% cotton duck canvas, which is specially treated to protect against ultraviolet rays. Every limited edition print is hand signed and numbered. A certificate of authenticity is included and each edition is limited to 500 worldwide. They are available in 21-x-16-inch for $95 and 31-x-21-inch for $185.

R.I. says, "I try to not just paint motorcycles, but instead the overall concept and the experience of riding. I like to paint people because I think that people are interested in seeing people, not just pictures of motorcycles. Bottom line, it's the same as a still life, it could be a bowl of fruit or flowers, a motorcycle rendered well has its merits, but I try to go beyond that and show the experience of riding.

"I draw from my own experiences, I've been riding since 1961. They always say you should paint or write what you know about. I've spent my time on the road and paid my dues. I try not to paint just pictures of motorcycles…I want the motorcycles I do to have character. I don't want them to look like they just rolled out of the shop. I like to see 'em with dirt on 'em, I like to see oil dripping from them, I like to see dents…I like to see the machinery look like it's been on the road.

"Basically I probably work the same way as any artist does, I get a concept in my mind and do thumbnail sketches, then I rough it out. I do a lot of research then I do a final drawing, which will be very detailed. Before I put anything up on canvas I need to know exactly all the relationships between all the parts. I'm kind of a stickler for detail, everything's gotta be right. The fins on the motors have to be right, etc, etc. Once I get it on the canvas I explore around a little bit, experiment with color, and things like that."

Speaking of his inspirations for painting two-wheeled art, R.I. told us, "I think all art is derivative, art grows from whatever happened in the past, and everybody has influenced it from what's gone on before. My favorite fine artist is Modigliani, popular artists would be Frank Frazetta and Boris; when we're talking about biker art, David Mann gets a big salute for his incredible volume of work. I like Jack Knight for airbrush rendering, for black and white pen and ink drawing I like Rudy Navarro, and nobody can top Hal Robinson for his cartoons. Every artist has his view of what's going on and his ability to share that view with other people. I don't believe there is a right or a wrong way of doing it, or good or bad. Something I find gratifying…as an emotional pump, is when someone at a swap meet or bike show says, 'Oh yeah, I remember seeing that in a magazine 15 years ago.' That makes me feel good."

So you made a commitment to jazz up your bunker, and now you want some snazzy artwork to grace your walls? Drop Mr. Dinlocker a line and you're on your way. And get that carburetor out of the sink, company's coming. *—Kit Maira*

R.I. Dinlocker HD Biker Art
P.O. Box 921884
Sylmar, California 91392-1884
dinlockerstudio@cs.com

Photos: KKit Maira and R.I. Dinlocker

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According to an outdated survey, if given a choice, most guys would want their "johnson" to be one that looks good in the shower, and while that's an admirable goal for the twisted, an overwhelming majority of ladies poled would prefer to work with one that operates properly. It's the age-old conflict between form and function. For those of us who don't need Viagra, Kendall Johnson has worked it out so that we can have the best of both worlds. Big inches plus fine craftsmanship equals fast scooters that satisfy like you would not believe.

Kendall built this particularly clean and lean scooter for his own personal riding pleasure. His silver and purple people pleasin' putt is off the chain like the rain in Spain. While your eyes are flying low over the curves of Kendall's bike, stopping to rest on all the one-of-a-kind goodies that set it apart from the rest, remember that size does matter. It seems that over the years, orders for Kendall's bikes are becoming longer and fatter and more powerful than ever, but it's more than just the incredible length and girth of his designs that are keeping Kendall and his crew so busy these days. We're not sure if it's the way a Kendall Johnson bike looks, or the way it handles, but you can bet your balls that all of the tweaking and tuning is a big part of this package, and what a package it is.

As incredible as these bikes are to look at, the performance aspect of a Kendall Johnson Custom has no shortcomings. It seems that he can't stand to sit by and watch a bike roll out with a mundane milk-toast mill in it. Kendall and his crew ship out over 100 S&S engines each year, with most of them being custom ordered according to Kendall's top-secret, high-tech specs. KJC motors are so potent that they require a special Bandit Racing clutch and a Baker tranny to hold all of that thrust without splitting into atomic particles.

Since the early '80s, Kendall's been building his own style of high-performance custom creations with his wife Missy at his side every step of the way. Winston-Salem, North Carolina, may never be the same since Kendall and his crew came rumbling into town. They've just moved into a new 8,000-square-foot facility and brought along all of their talented tricks. Kendall Johnson Customs has their own in-house machine shop, allowing the talents of KJC crew guys like Jesse and Zach to create nearly anything imaginable. There is

Doin' A Big Smokey

WHEN YA HAVE A BIG JOHNSON, THEY GET WEAK IN THE KNEES

literally nothing they can't fabricate in their fully equipped shop, and with their own flow bench, a Sunnen VGS head machine and 150 dyno on the premises, all of that power can be fine-tuned until every last ride is turgid with well-hung horsepower. We've done some clowning around with the word "johnson," but KJC makes some seriously awesome motorcycles. Hot custom looks and extreme high-performance, with legendary, race-proven, reliability engineered into each project is what Kendall's bikes are all about.

But don't take our word for it, visit www.kendalljohnsoncustoms.com, and see for yourself. And, if ya keep staring at our Fox Hunt winner Julie, I'm sure you'll see the full potential of your own johson!

—Jeff Moore

Easyriders

passin' gas

Graybeard is out riding happily along on his Harley late one Saturday evening. Before too long, he gets pulled over by the cops.

The officer walks up to him and asks, "Hey buddy, have you been drinking?"

"Why do you ask? Was I weaving all over the road or sumthin'?" asked Graybeard.

"No," replied the policeman, "you were driving just fine. It was the ugly fat chick on your p-pad that gave you away."

Rocky Meyerson
W. Palm Beach, Florida

A man takes his young daughter to work with him one day. In the car on the way home, the little girl says, "I saw you in your office with your secretary, Daddy. Why do you call her a doll?"

The man quickly explains, "Well honey, my secretary is a hard working girl. She types like you wouldn't believe, she knows computers inside and out and she makes my coffee just right. In the business world, that's what we call a real doll."

"Oh," replies the daughter, "I thought it was because her eyes closed when she laid down on your couch."

James "Big O" Overly
Greensburg, Pennsylvania.

One lovely summer Sunday morning, everyone in a small town in Texas was sitting in church waiting for the services to start when suddenly Satan appeared before the stunned congregation. They all ran screaming from the church with the exception of one old biker who sat there unshaken by the appearance of the Prince of Darkness.

Satan, confused and a little bummed by the fact he didn't scare the ol' dude, approached and asked, "Don't you know who I am?"

"Yup, sure do," replied the biker.

Satan asks, "Aren't you afraid if me?"

The biker replies, "Nope. Sure as hell ain't."

Satan, obviously angered, then asks, "Why aren't you afraid of me, mortal?"

The old biker calmly replies, "Been married to your sister for the last 25 years."

"Dago" D'Agostino
Gatesville, Texas

One lovely summer day a prominent lawyer was hit by a car. By the time two bros rode up to the scene, the lawyer was lying by the side of the road, obviously dead. Eyeing the scene, one bro says to the other, "Wow, see these skid marks. They must be at least 30-feet long."

The other bro replies, "Yeah, but look here, this poor dog has been hit, too."

"Ahhh," says the first bro, "that explains the skid marks."

Paul Bomersbach
Waynesburg, Pennsylvania

Little Willy walked into his daddy's bedroom one day, only to catch him sitting on the edge of the bed, sliding on a condom.

In an attempt to hide his fully erect, condom-clad wanker, he quickly bent over as if to look under the bed. Little Willy then asked curiously, "Whatcha doin', Daddy?"

His father quickly replied, "I thought I saw a rat run underneath the bed."

Little Willy scratched his head and replied, "Whatcha gonna do, fuck him?"

Gerald Eulo Jr.
Bridgeton, New Jersey

Two bros, Jake and Wally, are sittin' at the bar when Jake confides, "Ya know, I'm getting' damn tired of my wife bein' a friggin' liar."

"Well, just what makes ya think she's been lyin' to ya, bro?" asks Wally.

"She didn't come home last night, and when I asked her where she'd been, she said she spent the night at her sister's house," replied Jake.

"So what," responds Wally. "What's the big deal?"

"So, like I said, she's a fuckin' liar," Jake stammers.

"How do ya know fer sure?"

"Hell, that's easy. I spent last night with her sister!"

Rodney Hochstrasser
Greensburg, Pennsylvania

Ten-year-old Peter was failing terribly at math, so after trying everything, his dad decided to enroll him in a good Catholic school hoping it would make a difference. From his very first day, the boy spent every night studying.

When his first report card came, his folks were happy he'd finally gotten an "A".

"Son," his father tells him, "we're so proud of you. Just what made the difference for you?"

"Dad, I had never taken math very seriously before," the boy admitted. "But when I first walked in and saw that guy nailed to the plus sign, I knew they meant business!"

Josh Debra
Ontario, Oregon

Barley was in his driveway wrenchin' on his bike when he noticed his foxy blonde neighbor walk out to her mailbox, look inside and slam it shut, obviously pissed off. A little while later she came out, went to the mailbox and slammed it shut again, storming off.

After the third time, Barley walked over and asked, "Is there something wrong?"

"There sure the fuck is," she complained. "My stupid computer keeps saying, 'You've got mail!'"

Hillbilly
Corcoran, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Kendall Johnson
City: ....Winston-Salem, North Carolina

General

Fabrication:....Kendall Johnson Customs
Year/make: ....2002 custom
Model: ....chopper
Assembly: ......Kendall Johnson Customs
Time:..........................2 months
Chroming: ....Atlantic Coast Plating

Engine

Year:..........................2002 S&S
Rebuilder: ......Kendall Johnson Customs
Displacement: ....124 cubic inches
Cam: ....Headquarters
Carb: ....S&S Super G
Pipes: ....Grumpy

Transmission

Year/make: ....2002 Baker 5-speed

Painting

Molding: ....Kendall Johnson Customs
Painter: ....Andy Sawyers
Color: ....purple and silver
Type: ....House of Kolor
Special paint: ....Andy Sawyers

Frame

Year/make: ....2002 Kendall Johnson Customs
Type: ....single downtube, hidden suspension
Rake: ....46 degrees
Stretch: ....3 inches
Shocks: ....Legends Air Ride

Accessories

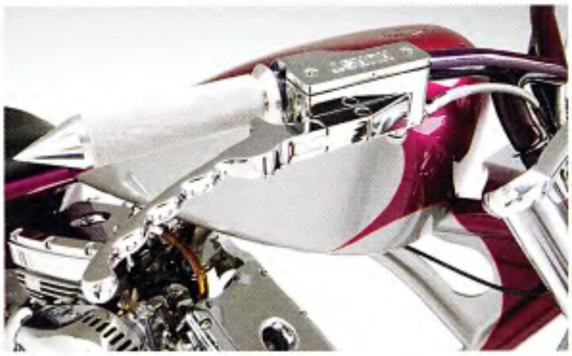
Handlebars: ..Kendall Johnson Customs
Risers: ......Paul Yaffe Originals
Controls: ....Performance Machine
Fenders: ....Kendall Johnson Customs
Headlight: ....Lazor Nodes
Taillight:..........Kendall Johnson Customs
Pegs: ....Performance Machine
Foot controls: ......Performance Machine
Gas tank: ......Kendall Johnson Customs
Oil tank: ....Kendall Johnson Customs
Seat: ..Jeff Kimmel at Hot Tails
Grips: ....Arlen Ness

Front end

Type: ....wide
Builder: ....Kendall Johnson Customs

Wheels

Make: ..Carolina Custom Wheels
Size: ....21-inch front, 18-inch rear
Tires: ....Avon
Brakes: ..Performance Machine
Photos: ....Aaron Stevenson



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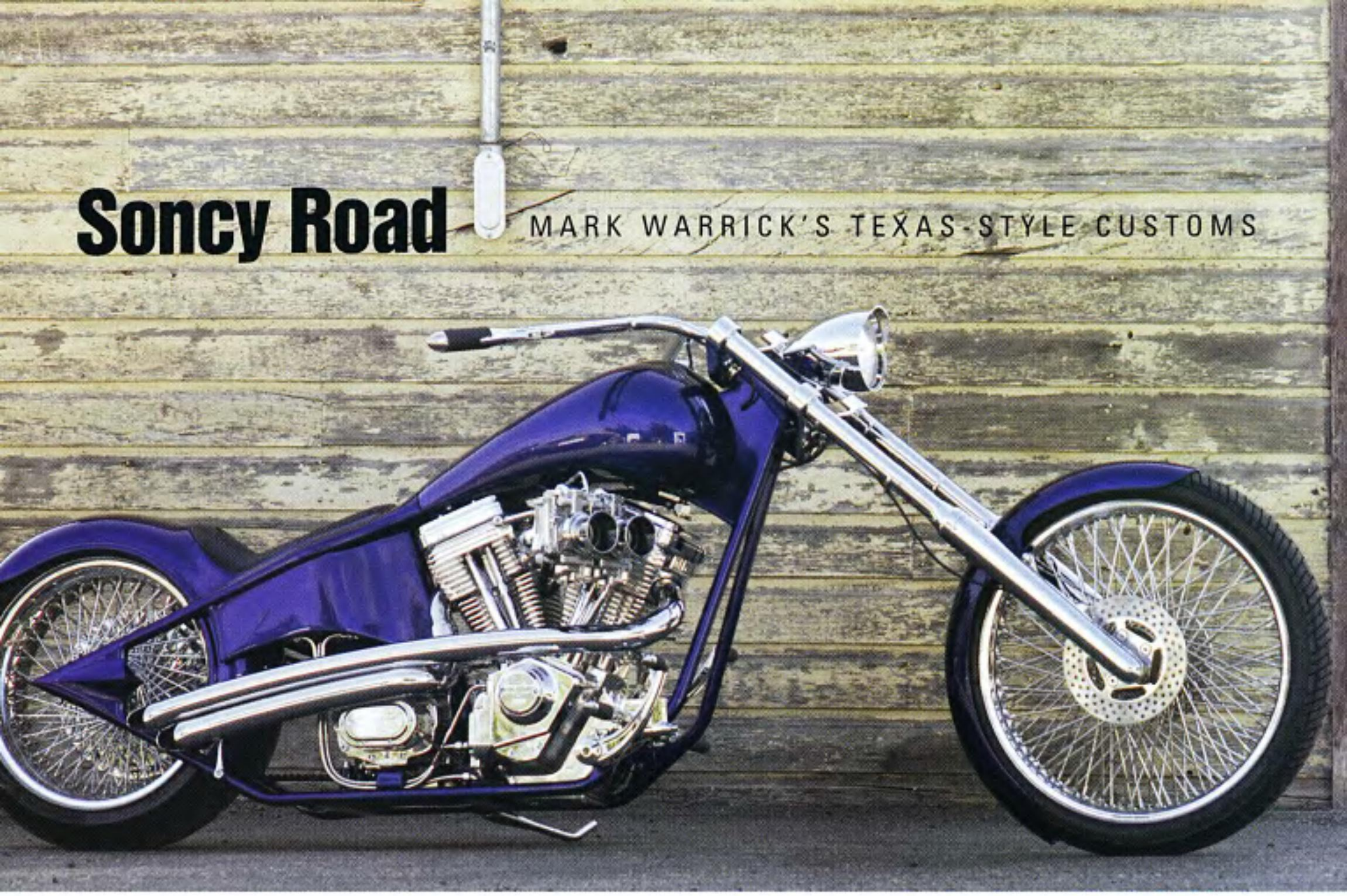


When you log on to the Web site for the Amarillo Convention and Visitors Center (CVC) in Texas, you're greeted by the following: "Howdy! We're glad you stopped by to visit Amarillo. We're the place where you can 'Step into the Real Texas®.' From canyons to cowboys, big steaks to big spaces, everything Texas is famous for is right here. We're easy to find and once you're here, you'll want to stay an extra day or two."

You'll notice the phrase "Step into the Real Texas®" is a registered trademark of the CVC. In other words they own it. But if you want to step into some real Texas custom bike country, ride on over to the outskirts of town where you'll find Soncy Road Body Shop. Yep, that's where they keep the bodies. And some nice ones at that.

Mark Warrick's 18,000-square-foot custom shop caters to a fast lane clientele that takes their metal in both two- and four-wheeled flavors. While Soncy Road opened its doors in 1992, Mark had already honed his talent building street rods and custom cars with his dad since the mid-80s. "My place started out as a collision shop with a couple guys working on custom stuff, and it grew from there. Building bikes started as a sideline along with the cars, but took on its own life as we got into it. We still do a lot of custom street rods and handle everything from custom painting all the way up to turnkey cars and bikes," says Mark who went on to summarize the shop's history. "I really got into bikes when I bought a Fat Boy and just blew it apart and started messing with it. I took it to some local shows and it attracted considerable attention. Then we built a second bike that won a third in the Radical Custom class at Laughlin. In 1996, I built a blower bike that we took to Laughlin (Nevada) that took a second behind Mike Maldanado's bike. In 1999, we won at the Mikuni Calendar Bike Show in L.A." These are a but a few highlights, and only hint at what rolls out of the shop to customers across the country.

Mark works with a crew of 12 of which three focus on custom bike projects while the others pitch in between car building. "Our operation is divided into several departments including a main collision and body shop where we do all the body work, a separate paint shop, and our fabrication shop. Right now we have nine custom bike projects in the works including a hardtail 106-inch panhead from Accurate Engineering that we're building for a customer in Southern California. It's a bobber with no front fender and a 5-speed in a 4-speed tranny case with a hydraulic

Photos: Butch Lassiter

clutch. We're also building a pretty unique softail (style) bobber with a springer front end that's old school blended with a lot of modern, trick stuff. We do stay busy. We've got repeat clients in Dallas and Denver and in Southern California that every time we finish one for them, we start a new one. And what we've seen here is that a lot of the guys into cars are getting into bikes and vice versa. For example, for the same guy that we recently built a bobber custom, we're building a really radical '34 Ford three-window."

With his longtime experience in the world of custom cars, Mark brings both those skills and the specialized tools involved into the design and building of his custom bikes. A major part of his car operation involves major metalwork that translates over to the two-wheeled projects. "We wind up taking blank fenders from Don at D&D and totally re-shaping them. Our body shop can make about anything, and it's our metal fabrication that sets us apart from the others."

Mark's also building himself a couple new rides, one for himself, a 124-inch S&S-powered bike and the other as a shop bike equipped with a RevTech motor. "But it seems every time I get one done, it's bought out from under me," laughs Mark.

Asked to describe the Soncy Road "look," Mark says, "We keep everything really clean. Early on we developed a look that featured one of the first strutless fenders combined with hard lines. A lot of our stuff is hand-fabricated for each bike and our paint department specializes in paint that flows with the bike. Very few pieces come off the shelf, unless it's our shelf. As far as our own line of custom parts, we're working up on a number of products including grips, handlebars with welded-on lever mount and hidden master cylinders, all made from stainless. Plus we've got some trick snap-on line clamps for forks and other applications. We've also just teamed up with one of the major car wheel manufacturers to develop several new motorcycle wheel designs that will be a lot different than anything you see out there now."

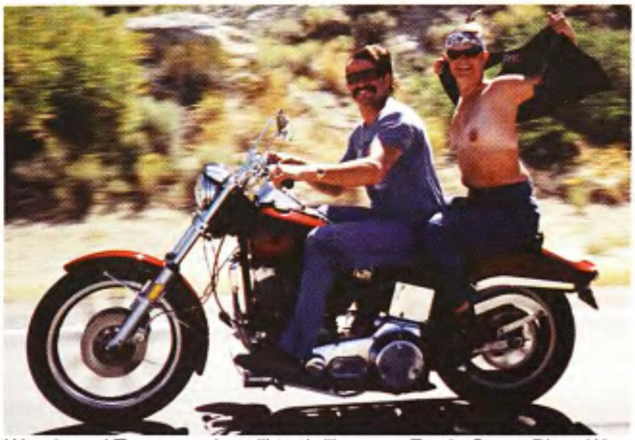
To handle their ever-increasing custom workload, Soncy Road is looking at a major expansion with a whole new shop and custom facility planned for construction on property adjacent to their current location. If you find yourself in Amarillo, the shop is easy to find. It's on Highway 66 at the intersection with Soncy Road and thus the origin of its name. You can check on the latest developments by logging onto www.soncyroad.com or by calling Mark at 806-352-0776. —*Paul Garson*

In the Wind

Trippin' at the South Richmond H-D Bike Show. —Randy Nuzzo, Richmond, Va.

Keepin' abreast of news back home at the Russian/American-Kosovo/Serbian checkpoint. —SSG. James Crawford, APO , AE

Big Matt and his little honey, Holly. *—Ray Blaskow, St. Louis, Mo.*



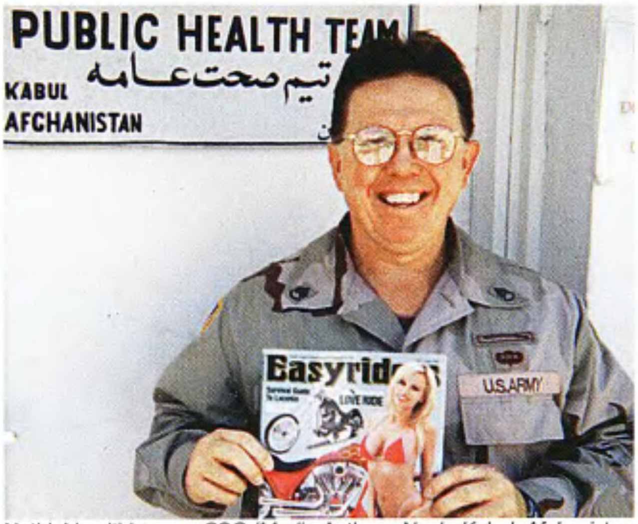
Woody and Teresa, and a will to thrill. *—Ewok, Green River, Wyo.*

They grow when watered. *—The Ghost, Myrtle Beach, S.C.*

Rio Roadhouse benefit for Tyke and Kay. Brotherhood support of our own. *—Katmandu, Rio, Fla.*

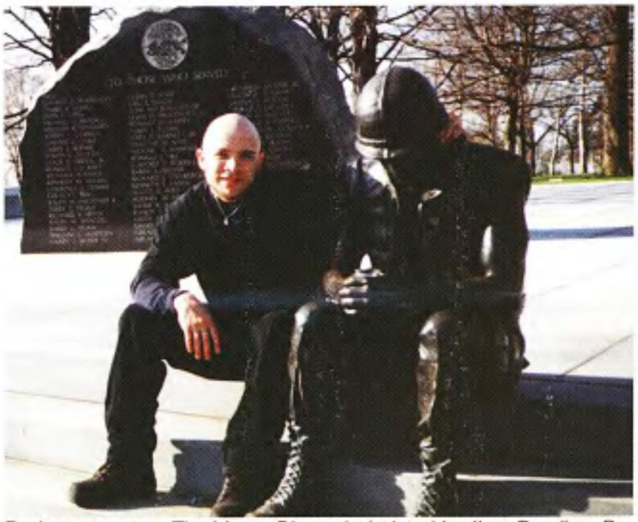
Friendly folks. —*Jerry Bomer, Glenwood, Iowa*

Here comes lunch! —*Bill Cromwell, Gettysburg Bike Week, Pa.*



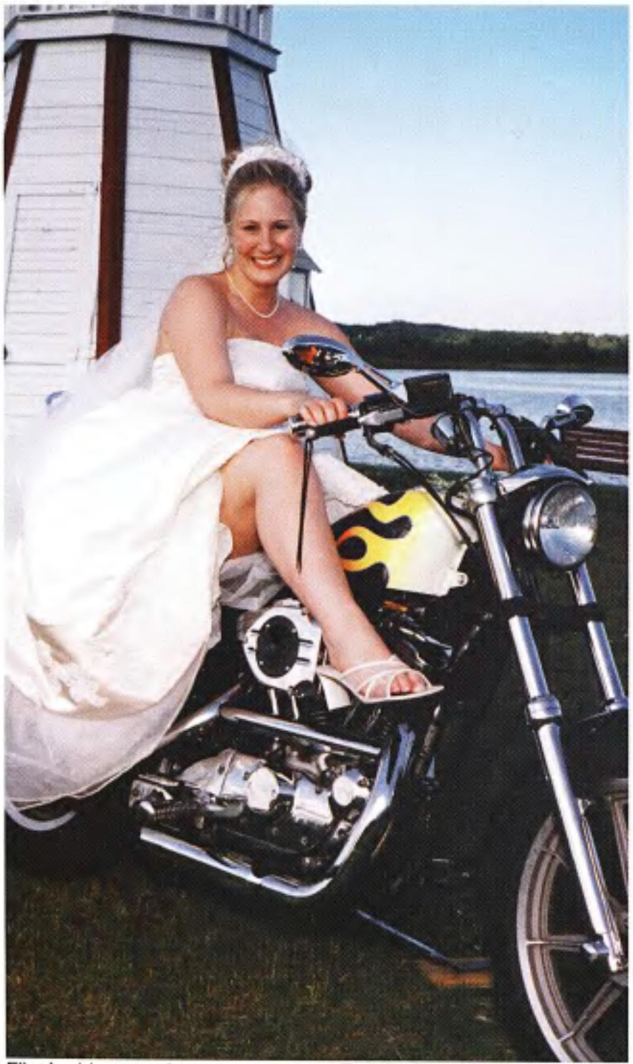
Nothin' healthier. —*SSG./Medic Anthony Noah, Kabul, Afghanistan*

Well, howdy! —*Steve Perry, Gulfport Blowout, Miss.*



Paying respect. —*The Moon, Discombobulated 'scriber, Reading, Pa.*

Tribute done in honor of those forever lost on Sept. 11, 2001. *—Stephanie Belgard, Alexandria, La.*

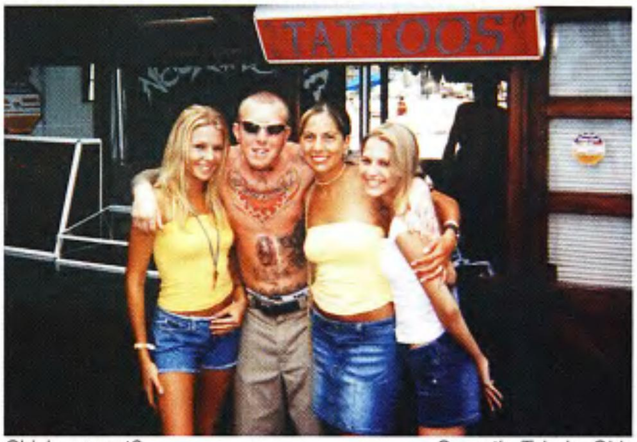


Ellen's ship came in. *—Frankie Simons, Machias, Maine*

Cop a feel? *—Thumper, Sturgis, S.D.*

Why the South shall rise again.—*Steve Perry, Gulfport Blowout, Miss.*

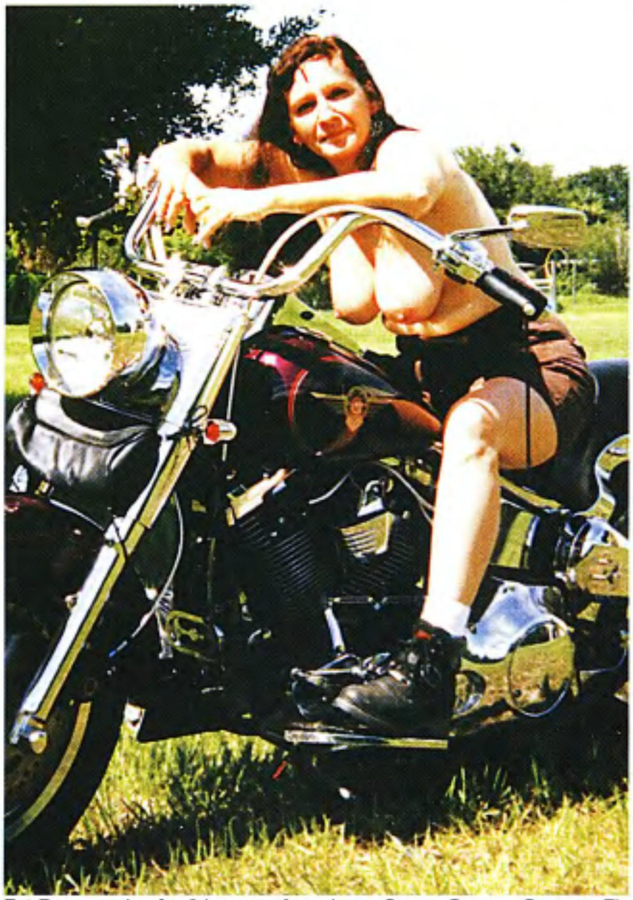
It's puppy love. —*Slippery Steve Baker, Daytona Bike Week 2002*



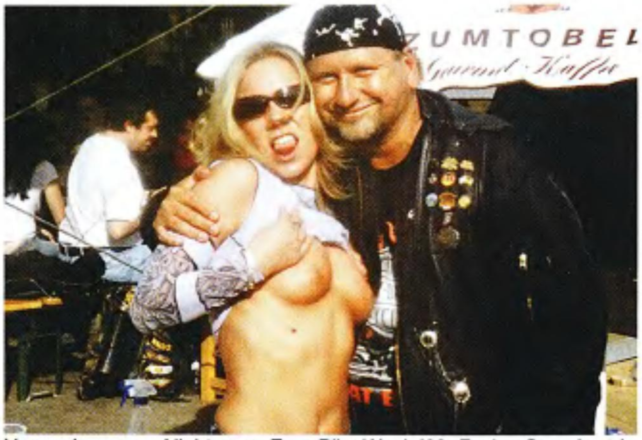
Chick magnet? —*Smooth, Toledo, Ohio*

Rogue, Chad and Diana, rollin'. —*Trademark, Pawhuska, Okla.*

Chris finds a rod—V-rod, that is. —*Nate Ullrich, Clinton, Iowa*



Fat Boy surprise for 34 years of service.—*Susan Gurney, Geneva, Fla.*



Yummy! —*Nightmare, Euro Bike Week '02, Faaker See, Austria*

Uncle Jim and Melissa. —*Teddi S., Poker Run, Konooti, Calif.*

Back together again, with a purpose, at Rolling Thunder XV. —*Jerry Vage, Kulpmont, Pa.*

Hooterville is a happy town. —*George Snowden, Chapel Hill, N.C.*

Ringed-up on 9/29/01. —*Jay and Lori Whitmore, Suffolk, Va.*

"We were bikers this Halloween!" —*Debi Reines, Sayville, N.Y.*

Rodeo break time. —*Danny Cline, Lexington, N.C.*

Friends of Carlsberg. —*Rowdy, Sandane, Norway*

Jill's great display rack. —*Andy Hyslop, San Jose, Calif.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photography. Please include your mailing address with your digital submission.

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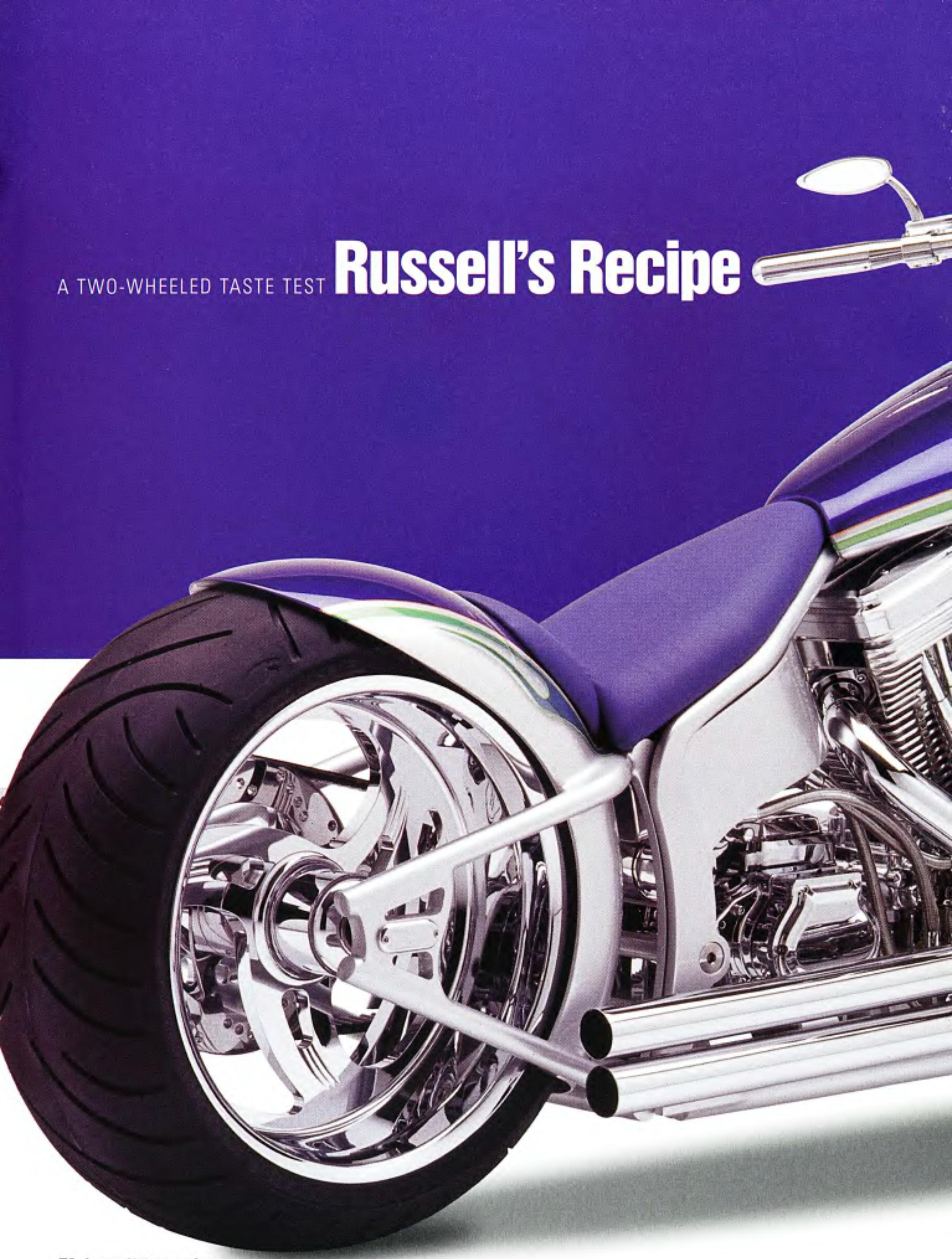
A TWO-WHEELED TASTE TEST

Russell's Recipe



Rice is nice and beans is mean, but Russell Marlowe is bringin' home the groceries and cookin' up some of the coolest choppers we've ever seen. With Terri, his better half and best buddy, at his side every step of the way, Russell whipped up this extremely long dish with an added dash from a very secret aphrodisiac. Years of spending every waking moment thinking about custom rides bent him towards figuring out frame geometry to the point of mastery. Sometimes, Russell wakes up at 3 a.m. and races to the shop because of an idea that hit his taste buds harder than a cold brew at the end of a 1,000-mile ride. He can create as many as 12 different flavors of bad motor scooter because of all of the height and rake combinations he's worked out.

Russell is known as an absolute perfectionist and always makes sure that they are fryin' tires up just right, down in Kingstree, South Carolina. He calls his business, Carolina Custom Cycles (www.carolinacustoms.com), and most folks around these

parts have never seen the likes of such extremely sweet scooters.

Russell starts each project by dipping the perfect frame in egg whites, dredging it in flour, and deep frying it in smoking hot swine tallow, so to speak. Next, he arranges it rubber side down on a plate and starts hanging yummy parts on it until a line begins to form. We're not suggesting that you go out to the garage and start licking on parts of your scooter to see if it's fit for your next feast, but as you can see, there's more bite in Russell's recipe. The frame boasts 53 degrees of rake and 10 inches of extension coupled with an extra-long front end. Mike Brown at Amen got that ball rolling, and Billy Hudson who always lays down a flawless coat of paint surprised

even Russell with this awesome paint job.

Whenever his recipe calls for it, Russell gets plenty of help from Mitchell and Graham, his in-house dynamite duo of machinists that are always baking up a batch of unique home-grown goodies that get finished to perfection by Darryl Morris at Chrome Masters. The way he sees it, there are only three possible ways for any project to end up. "It's gonna be good, bad, or ugly," he says. This savory slice of his process may be a very important ingredient, but at Carolina Custom Cycles, the focus is on function. More than once, there has been someone with a fistful of dollars tied up in one of Russell's rides that ran it into a ditch, came out the other side and kept on truckin'.

At last year's *VQ* Ball, Russell looked around and realized that all of the legendary bike builders anyone could name were right there in the same room with him. He really enjoys the company he is in, but it's hard to be humble when people are coming up to him and saying, "You're Russell Marlowe, man you are livin' the dream!" It takes good friends to make it in the bike building business, and Russell told us that he is fortunate to have some of the best customers in the world. Turnin' down some serious offers on this bike wasn't hard to swallow, because with a bike that looks this cool and rides this sweet, Russell can't keep from ridin' it everywhere himself.

—Cheese Appetizer

Owner: ....Russell Marlowe
City: ......Kingstree, South Carolina

General
Fabrication: ....Carolina Custom Cycles
Year/make: ..2002 Carolina Custom
Model: ....ours are longer
Assembly:................................CCC
Time: ....2 months
Chroming: ....Chrome Masters

Engine
Year: 2002
Rebuilder: ....Patrick Racing
Displacement:......113 cubic inches
Cam: ....Patrick Racing
Carb: ....dual Patrick Racing Mikuni
Pipes: ....Samson

Transmission
Year/make: ....2002 RevTech

Painting
Molding:..........East Side Choppers
Painter: ....Billy Hudson
Color: ....Kandy blue and silver
Type: ....House of Kolor
Special paint:..............Billy Hudson

Frame
Year/make: ....2002 Amen/CCC
Type: 53
Rake: ....53 degrees
Stretch:............................10 inches
Shocks: ....Harley-Davidson

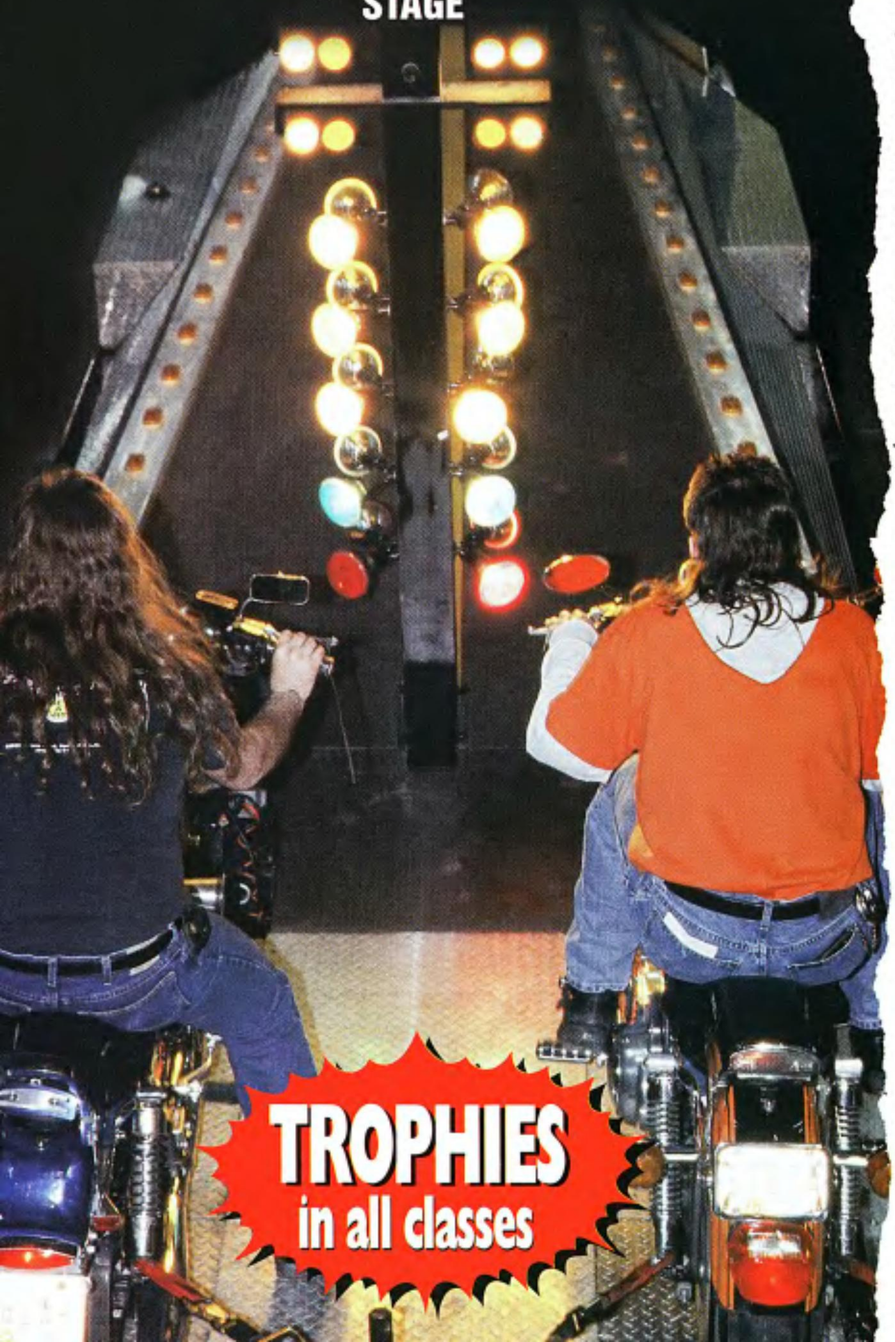
Accessories
Handlebars: CCC
Risers: CCC
Handlebar controls:....Performance Machine
Fenders: CCC
Headlight:......................Headwinds
Taillight: ....Paul Yaffe
Pegs: ....Performance Machine
Foot controls: ....Perform Machine
Gas tank: ....D&D
Oil tank: CCC
Seat:..............................High Roller
Mirrors: ....Performance Machine
Grips: ....Paul Yaffe

Front end
Type: ....Xtra long
Builder:......CCC, Forking by Fran Perse Performance

Wheels
Make: ....S&S Machine
Size: ..21 x 2.5-inch front/18 x 8.5 inch rear
Tires: ....Avon
Brakes: ....Performance Machine
Photos: ....Michael Lichter

TERESI

INDOOR V-TWIN DYNO DRAGS



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SUMMER IN FEBRUARY

Last January the Teresi Dyno Drag Truck lit up Columbus, Ohio in the first-ever Indoor V-Twin Drags! There was a line of excited spectators waiting to check out the ultimate indoor rush as the mighty Dyno Drag Truck pitted moto-maniacs head to head, testing their mettle in all-out Virtual Drag racing action! The crowd was blown away by fun, food and fantastic racing. The big winner was Harley's new V-Rod, which recorded a 10.70 quarter mile pass at 127.5 miles per hour.

Well, guess what! We're gonna do it again. You say you haven't been to the drags since summer and got the itch to whip them ponies thru the quarter mile? Then the Indoor V-Twin Drags are for you. Run what ya brung or come to cheer on your friends. Good food, good friends, beer and the smell of burning rubber, Hell, it's like summer in February. See you there!

Engines will rev at the following locations:
12/6-12/8 Ft. Lauderdale Sun Run - HD of Pompano, FL
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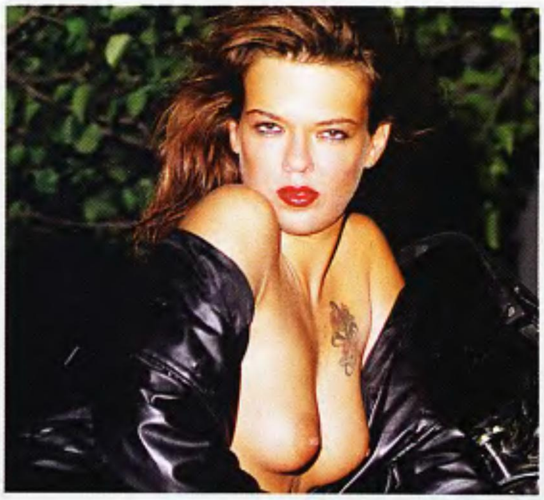
FoxHunt

Meet August's Winner

Lemme see...type in three w's, dot...all nude dot com. Back just a few short months ago when the Internet was sportin' Dotcom businesses like a kid workin' at McDonald's sportin' a whole face of acne, a company called All Nude Sports reigned supreme and your August winner, Julie, was Queen. All Nude Sports was a Web site dedicated to giving you all the sports scores from around the nation, by nude women, while givin' ya a woody at the same time! I love Capitalism! It's amazing what little bits of fact and trivia we dredge up when we meet the winners you've chosen. For example, I'll bet you never knew that Julie also likes to raise abandoned ferrets on her 10-acre ferreft farm, didja? Well of course not, cuz we made it up. What is true, however, is that she travels the states making a living as a feature entertainer and had a helluva time shooting her layout with Southern Gentleman Aaron Stevenson on Kendall Johnson's latest creation. Flip over to Page 56 and check it out for yourself.

—Sherwood O'Dunner



Stephanie—Virginia

#101

"My first ride was with my father. Now I have the strangest urge to just jump on any Harley and ride off into the sunset."

Daisy—Nwe Hampshire

#102

"I love the sound that the pipes make and the power I control while riding the open country roads. All I think of is freedom."

Lorena—Georgia

#103

"My Harley and I are inseperable. Nothing matches the feeling of that chrome beast."

Lucy—Mississippi

#104

"I was only a 6-year-old when I climbed on the back of a Heritage Softail...been hooked ever since."

Regina—Florida

#105

"My first ride on a Harley was awesome. The vibration from the monster V-twin underneath me and between my legs left me quivering with pleasure."

Tina—Ohio

#106

"All the fresh air in my face and the sunshine on my back ruined me for life. Living in the town that hosts Easyriders' largest rodeo...makes for fun too!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

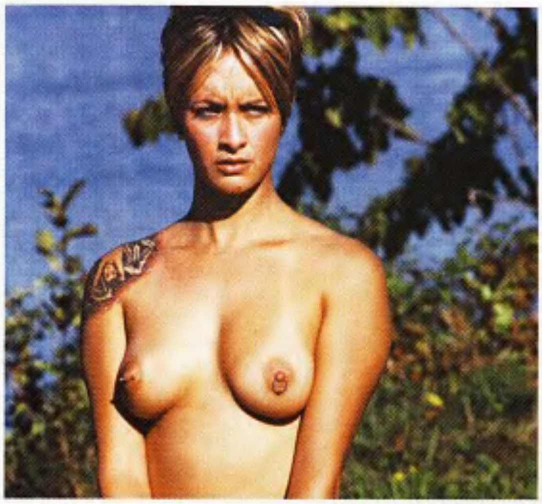
1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #354 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes December 1, 2002. The voting deadline for this month's crop of cuties is December 31, 2002. We'll announce the winner in the April 2003 issue.



Here she is, your September 2002 monthly Fox Hunt winner, Jeanne, Number 902, from Bangor, Maine—fill in your own line here! See a lot more of her next issue.

355

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Date of Birth __________ I am __________ years of age
I will pose fully nude __________
Model's Signature ______________________

Photographer's Name ______________________
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Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

Advertisement

Jamie Ireland is a freelance writer in the areas of sex, fitness, romance, and travel.

hot spot
the inside story on healthy sex

by Jamie Ireland

Learning "The Ropes".

This month I got a letter from a reader in Texas, about a "little secret" that has made her love life with her husband absolutely explosive. (Those Texans know their stuff, let me tell you.)

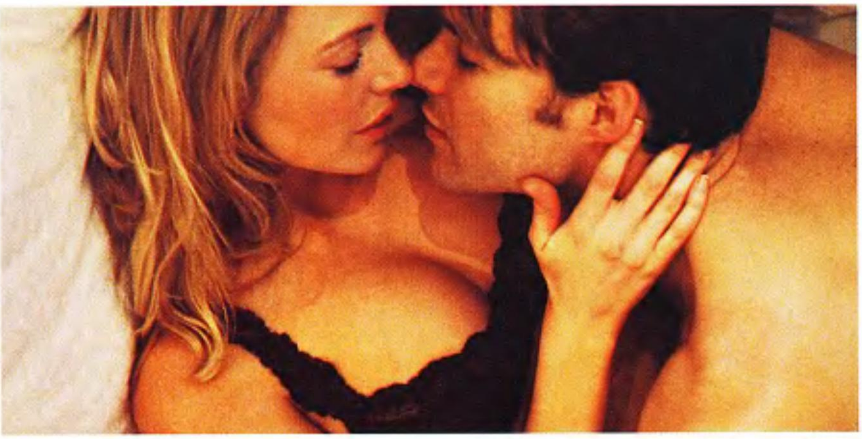
Tina writes:

Dear Jamie,

Last month, my husband returned from a business trip in Europe, he was hotter and hornier than ever before, with more passion and sexual energy than he'd had for years. It was incredible. He flat wore me out! And the best part of all—he was having multiple orgasms. I know what you're thinking... men don't have multiples. That's what I thought, too. But his newfound vigor and excitement stimulated me, too, and before we knew it, we were both basking in the glow of the best sex of our lives.

We'd tried tantric stuff in the past, and the results were so-so. But this was something new and exciting, completely out of the ordinary. I asked my husband what had created such a dramatic change in our lovemaking, and he told me he'd finally learned "the ropes."

On the last night of his business trip, my husband spent an evening dining out with a Swedish nutritionist and his wife of 20 years. The couple was obviously still quite enamored with each other, so my husband asked their secret. The nutritionist told him their sex life was more passionate than ever. Then he pulled a small bottle from his satchel and gave it to my husband.



The bottle contained a natural supplement that the nutritionist told my husband would teach him "the ropes" of good sex.

My husband takes the supplement every day. The supply from the nutritionist is about to run out, and we desperately want to know how we can find more. Do you know anything about "the ropes," and can you tell us how we can find it in the States?

Sincerely,
Tina C.
Ft. Worth, Texas

Tina, you and the rest of our readers are in luck, because it just so happens I do know about *the ropes*, and the supplement your husband's Swedish friend likely shared.

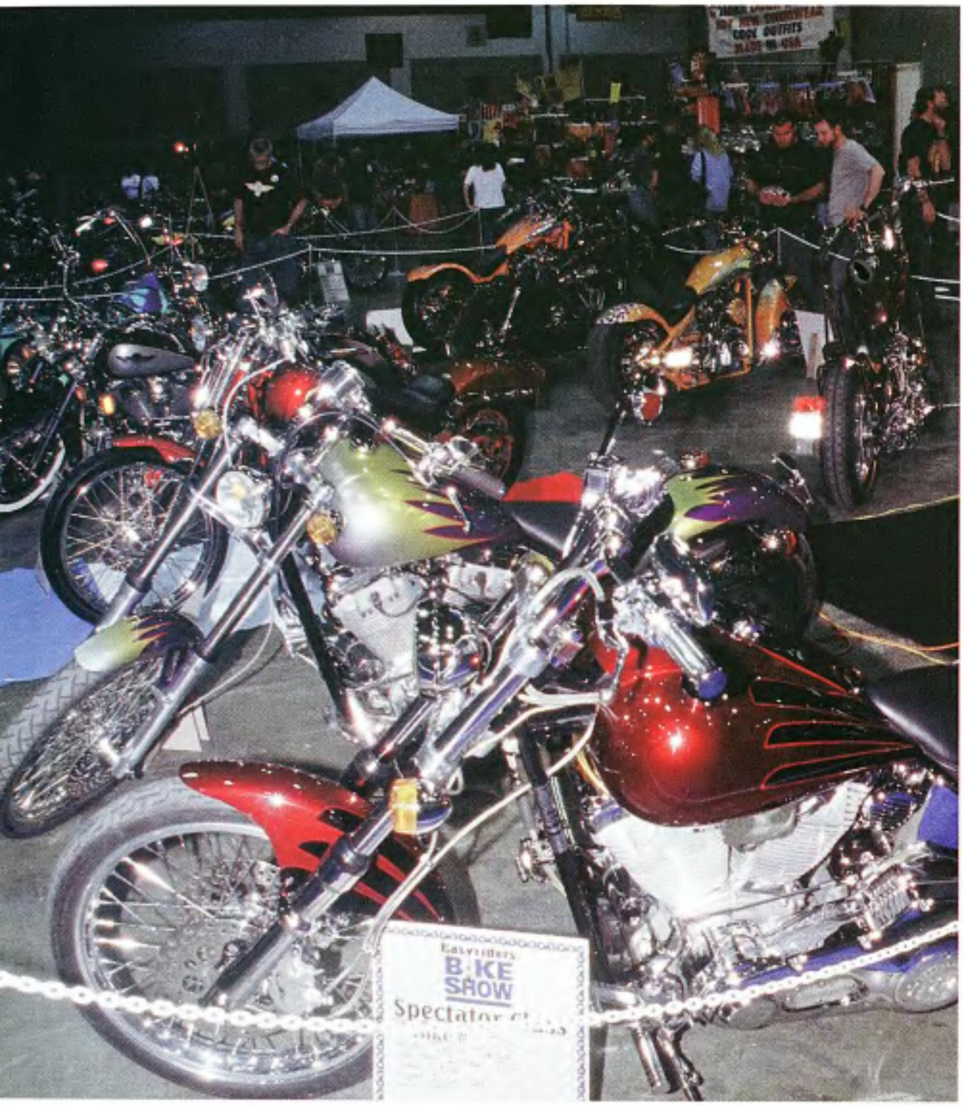
The physical contractions and fluid release during male orgasm can be multiplied and intensified by a product called Mioplex Pure Extract. It's a supplement specially formulated to trigger better orgasmic experiences in men. The best part, from a woman's perspective, is that the motion and experience a man can achieve with Mioplex Pure Extract can help stimulate our own orgasms, bringing a whole new meaning to the term *simultaneous climax*.

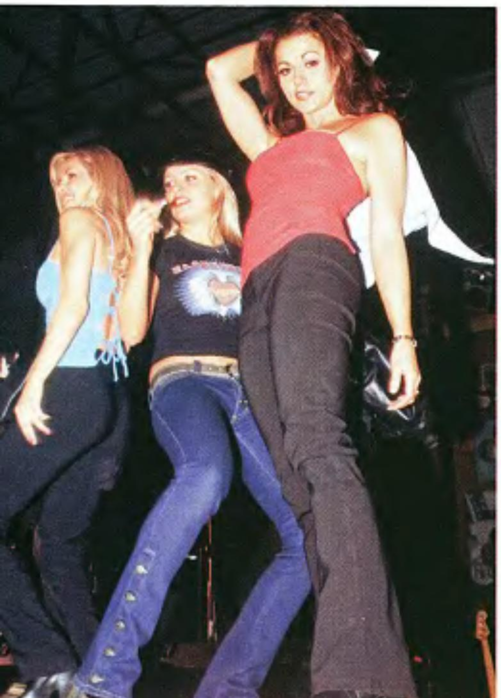
The term used by the Swedish nutritionist is actually fairly common slang for the effect your husband experienced. The enhanced contractions and heightened orgasmic release are often referred to as *ropes* because of the rope-like effect of release during climax. In other words, as some people have said, "it just keeps coming and coming."

As far as finding it in the States, I know of just one importer—Böland Naturals, Inc. If you are interested, you can contact them at 1-866-MIOPLEX or Mioplex.com. Mioplex is all-natural and safe to take. All the people I've spoken with have said taking the one-a-day tablet has led to the *roping* effect Tina described in her letter.

Aren't you glad you asked?

Jamie Ireland





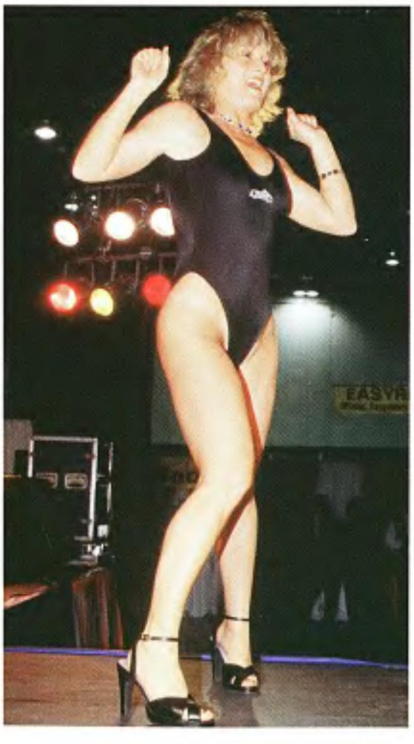
GOIN' TO KANSAS CITY...KANSAS CITY...HERE WE COME

Easyriders Kansas City Bike Show

Well, it was bound to happen sooner or later. Like the seasons, shit in the bike world changes, especially here at *Easyriders*. Just when we thought the show season was winding down, it was off to Kansas City—home to the blues and the Royals—and now the Easyriders Bike Show Tour. Technically, this show was the beginning of the 2003 Bike Show season since the 2002 finals had already been held in Columbus, Ohio.

As we took a look around town after arriving on Thursday, we decided to make the best of it by swillin' a few coldies and scarfin' down some of KC's legendary steaks for dinner our first night in town. This proved to be wise move since the line of bikes that filed past the check-in on Friday was probably a couple of football fields long, if ya put 'em all end to end. In other words, we had our hands full and finding time to stop and eat wasn't gonna be easy. And lemme tell ya, from the looks of the hardware that rolled in, the folks in the Midwest stayed busy last winter.

Easyriders
MAGAZINE

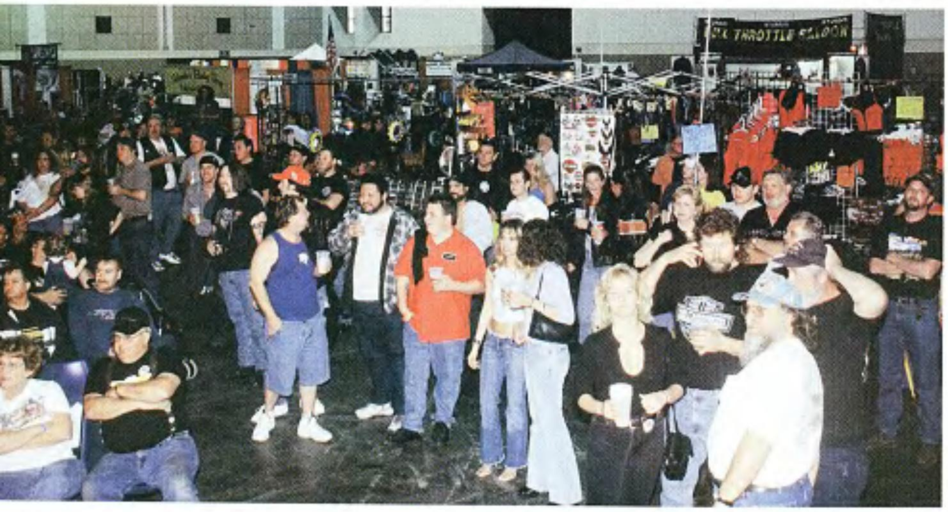


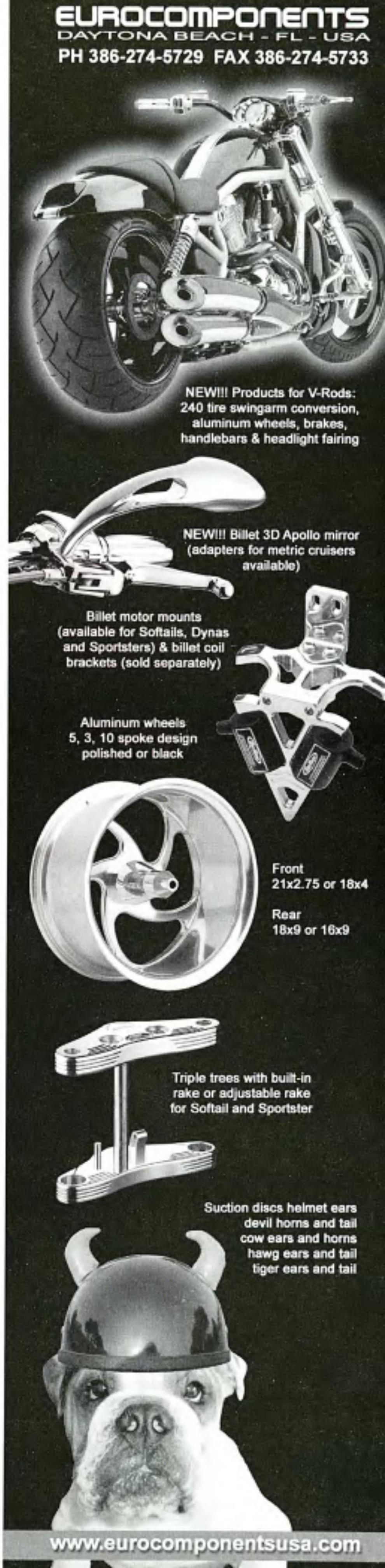
HEADHUNTER

Early in the day on Friday, we found out why our hotel lobby and surrounding halls were filled with teenage girls. No, sadly they weren't there for the bike show (although we did see a few curious gals drop by to view the bikes). It seemed there was some kinda gymnastic competition right downstairs in the hall below us, and I do believe more than one bewildered biker stumbled into the wrong hall and hung out a bit for an eyeful.

What really made the show, though, were the bikes of course. Sure, the Purrfect Angelz put on a hell of a show, gyratin' and prancin' all over the stage, but the bikes really took center stage and this year KC served up some pretty hot bikes as well as steaks. Everywhere ya looked, old school met with high-tech as the local talent brought in some heavy-hitting hardware, making the judging rough and even a bit heated at times.

The show's crowd-pleaser was Glenn Hawthorne's killer knuckle chopper which walked away with Best of Show in the Spectator class, which was quite a contrast to the Easyriders-class winner, which was a 2002 custom owned by





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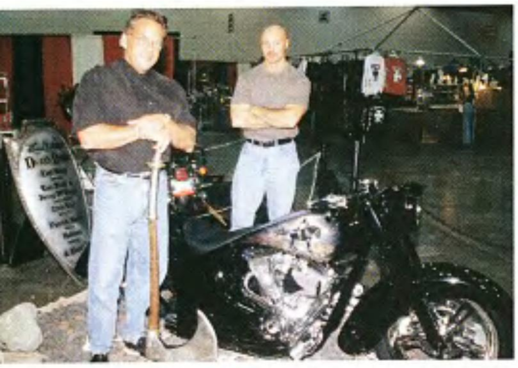

Photos: Ken Ross

Ray Springer. In the Judged class, old school was left light years behind by a completely mind-blowing bike built by Jess Lindsey and his team of caffeine addicts. These guys spent some 20,000 hours designing and fabricating the one-off chassis and hydraulic rear-drive system using a TC 88 motor for power, but his system eliminates the trans as we know it, replacing it with a hydraulic drive system housed inside the swingarm. Rumor has it that it does equally impressive burnouts in reverse as it does in first gear.

A surprise appearance by *Easyriders'* own David Mann, who was on hand to sign lithos and meet the public, really helped round out the show. And there were plenty of vendors on hand with everything from T-shirts to massages. There was even some gal there who was airbrushin' cute, barely clad girlies to look like wild cats. This actually put a whole new spin on the expression "as much fun as watchin' paint dry…."

Hell, we had so much fun in Kansas City, we're gonna do it again in 2003, so mark March 29 on your calendar and get ready to party. If you're interested in entering your bike or have any cool biker goods you'd like to exhibit, contact Action Promotions at 800-962-9857.

Don't forget, the next Easyriders Bike Show will be in Pomona, California, at the L.A. Fairplex on January 4, 2003. We hope to see you there! — *Boxcar*

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❑ **1-4** Video 1: Easyriders first video. Boozefighters, *Music by David Allen Coe,* Doors, and more. Video 2: Bike Week '89. Easyriders Bike Show. Wall of Death. Video 3: Black Hills Rally. Vets Run to the Wall. Video 4: *Malcolm Forbes last Love Ride.* Vintage Indian film. Grateful Dead Roadie.

❑ **5-8** Video 5: Daytona Bike Week 1990. Dave *Mann's* collection. Easyriders Bike Show in *Malibu.* Video 6: Easyriders Streamliner Land Speed Record. Vintage bike museum in Texas, biker home videos. Video 7: Sturgis 50th Anniversary. Video 8: Easyriders Grand National Rodeo. *More Boozefighters,* party in Austria.

❑ **9-12** Video 9: Daytona 50th Anniversary. 1931 Vintage race in New York. Easyriders 3rd Annual Bike Show. Video 10: Best parties! Sturgis, Laconia and the Red River Run. Drag racing great. Video 11: NYC Run for our POW/MIA's. Ohio motorcycle rodeo. *Maryland Toy Run.* Video 12: Am Jam Tattoo Expo. Iron *Man* Ed Kretz. *Meet the* Kentucky Headhunters.

❑ **13-16** Video 13: Daytona Bike Week. *Meet Bud* Ekins, Hollywood Stunt man. 4th Annual Bike Show. Video 14: Iowa Freedom Rally. Redwood Run. Antique Bike Races. Easyriders Rodeo. Video 15: Sturgis Special. *Monster* Sled puller. Biker jokes and hot and heavy Rock and Roll. Video 16: Dedicated to Tattoos. *Zippers* Cycle drag bike feature. Scenes at an Easyriders bike shoot.

❑ **17-20** Video 17: Daytona Beach welcomes bikers. Drag racing action. Flame painting secrets. Video 18: Winter Special. Harley's 90th Anniversary. Wild Willy returns. Biker fantasy, "Razor's Edge." Video 19: Ride to Sturgis. Fryed Brother's Band. Chillicothe rodeo, Lorenzo Lamas, "Renegade". Video 20: 1993 Grand National Rodeo. Custom Chrome's Pro-Street kit. And...a fantasy bike wash.

❑ **21-24** Video 21: DAYTONA, hottest party! Plus the Run to the Wall, Easyriders Invitational Bike Show in Ohio. Video 22: Biggest Laughlin River Run ever. Dave Barr's round the world two wheeled tour. Video 23: Exclusive interview with Pearl Hoyle. Carl Morrow Warbird project. Video 24: Grand Nationals in Lancaster, California. Behind the scenes at the Easyriders Catalog girls.

❑ **25-28** Video 25: Daytona Beach 55th Bike Week, *7th Annual* Easyriders Invitational Bike and Tattoo Show. Video 26: Best biker parties. Laconia, Tijuana Toy Run. Illusion *Motorcycle.* Simplify your brake bleeding. Video 27: Black Hills Motor Classic. Ben Nighthorse Campbell. Iron Horse Rally. Harley-Davidson's VR1000. Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory.

❑ **29-32** Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory. Video 30: Laughlin River Run '96, Texas Rattlesnake Roundup, Myrtle Beach '96, Bridgeport '96. Doobie Brothers. Video 31: Sturgis '96, Love Ride 9, Del Mar, Jims Machine, Scotty Parker. Music by Carlos Guitarlos. Video 32: Daytona '97, Easyriders Rodeo Wrapup '95, Wild Weasels, S & S Cycle.

❑ **33-36** Video 33: Exotic Dancer Run. Easyriders Grand Nationals Rodeo '96. Easyriders Bike Show '97 Bash in Anaheim. Rolling Thunder/Run for the Wall David Mann Wedding. Carlos Guitarlos. Video 34: Hollister 50th. Redwood Run '97. Chicago Toy Run '96. Easyriders Columbus Bike Show. Biker Jokes. Fryed Brothers. Video 35: Easyriders Rodeo Grand Nationals Rodeo - Chillicothe. Artistry In Ink Show - Anaheim. Oyster Run '97. Wetzel Blowout '97. Run For The Wild. Music by the Wolverines. Photographer Michael Lichter. Video 36: Daytona '98. Easyriders '97-'98 Bike Show Tour. Columbus Bike Show '98. Jims Valve Train Tech. Music by Steve Werner "The Zoo".

❑ **37-40** Video 37: Harley's 95th anniversary celebration. Laughlin Run '98. Gulf Port Blowout '98. Primo Belt Drive Tech. Harley-Davidson VR-1000 Race Team. Video 38: All Sturgis '98. This Sturgis special takes you though the whole Sturgis experience with an interview with Bob Newland, a feature on Peter Fonda, the Bushtec Trailer Tech and more! Video 39: The best of the biker parties brings you all the party action from coast to coast. Myrtle Beach '98, Iowa Freedom Rally, Laconia 75th Anniversary, Bean Blossom Boogie (Indiana), Love Ride #15 and Chillicothe Easyriders Grand Nationals. Video 40: Daytona Bike Week '99 was the chosen subject of this 10th Anniversary of Easyriders videos.

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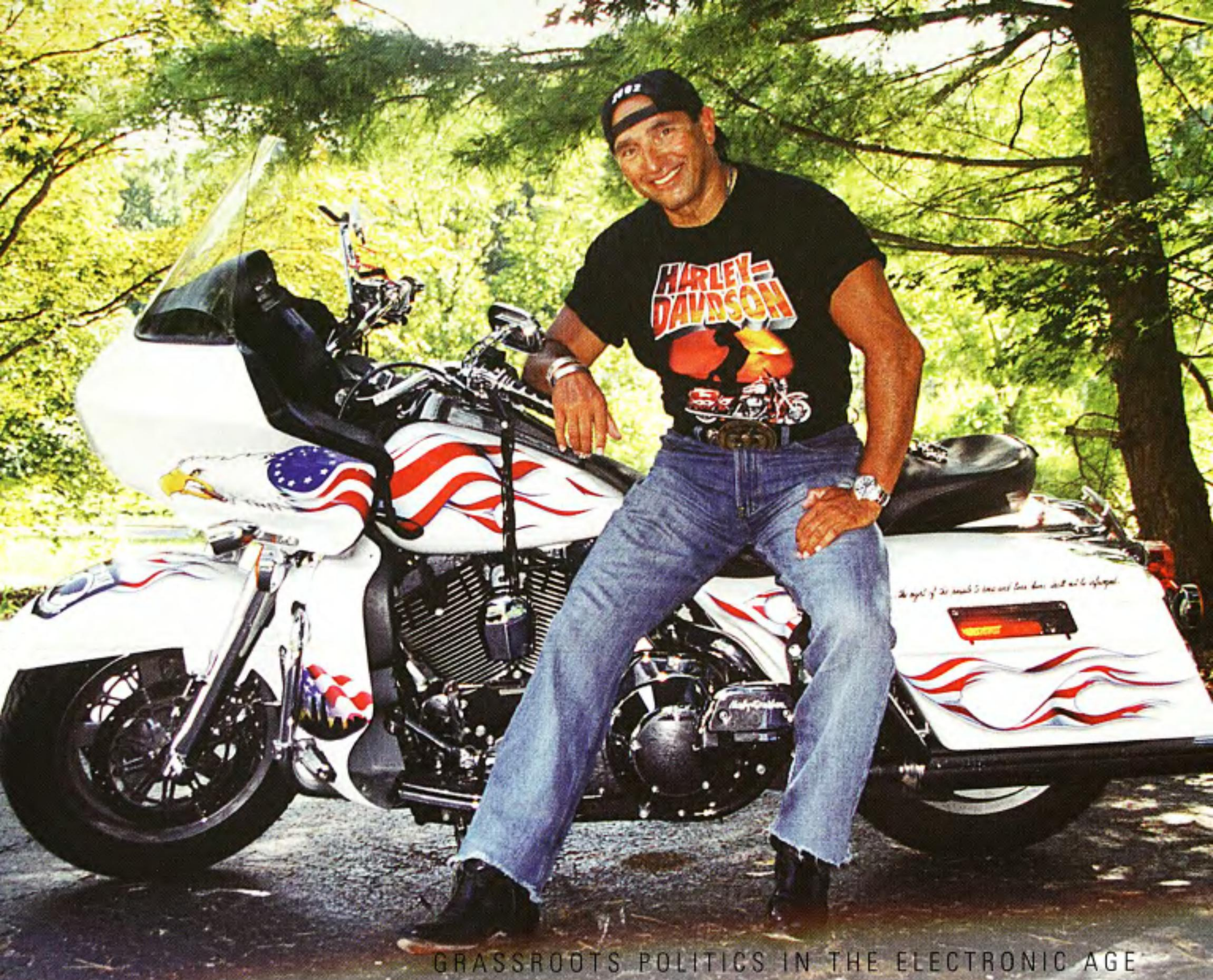

GRASSROOTS POLITICS IN THE ELECTRONIC AGE

American Cycle Talk

With everything going the way of the Internet these days, it shouldn't surprise anyone that talk radio is following suit. One thing you won't find on your FM dial, however, is New York Myke's *American Cycle Talk*, a weekly two-hour installment about the current scene of motorcycling. American motorcycling, that is.

New York Myke, referred to as Mike Shelby by the IRS and his mom, is a known entity to anyone even remotely involved with the sport of motorcycling or motorcycle rights. Among the many hats he wears is that of the California state director of ABATE, he owns and runs San Diego Harley-Davidson, and, of late he is the voice of motorcycling on wsradio.com, which bills itself the biggest Internet radio station in the world.

With *American Cycle Talk*, New York Myke has created a forum for anything that has to do with American motorcycles, but more specifically with the increasingly endangered rights of the American motorcyclist.

One of Myke's more pressing issues recently is advocating the passage of House Bill 5433, the "Motorcycle and Motorcycling Small Business Protection Act," by U.S. Rep. James Barcia (D-Mich.). This bill would "stay the hand" of EPA Administrator Christie Todd Whitman, who is pushing to adopt California's future strict emission standards for street motorcycles nationwide. Whitman's proposed EPA regulation would likely outlaw classic bikes and destroy small businesses engaged in the motorcycle aftermarket. At press time the fate of HR 5433 was still up in the air, but the deadline for commenting on the EPA's street motorcycle emission rules was extended from November 8 to January 7, 2003. Please feel free to e-mail your comments to mcnprm@epa.gov. Check out our Web site for all the details at www.easyriders.com.

***Easyriders*:** Myke, why is this so important to the average motorcyclist and why should he or she care?

New York Myke: Well, once this (EPA regulation) goes into effect, you can kiss your ass good-bye if you're an aftermarket shop, because any performance product that makes more noise than stock will be clear evidence of a motorcycle that's in violation of emission standards.

ER: What do noise levels have to do with emission standards?

NYM: When noise standards drop to 0.08, any noise other than engine noise indicates that you have something other than a stock muffler and is evidence of emissions violation. That affects all the performance parts and means that after-market shops are an endangered species, there's no question about that. So we've been trying to get these guys on board, because we need to prove to the government that the livelihood of these people is at stake. Manufacturers can comply with the standards, but it's the performance shops and the guys making stuff in the garage that are threatened. And I'm trying to get the word out on my radio show. I'm trying to get people like Jesse James and Arlen Ness on board.

ER: Myke, how did you end up getting a talk show on Internet radio in the first place?

NYM: I was always involved in ABATE back in Florida, or New Jersey—there was no ABATE of New York back then—and over the years, I was involved in the struggle against federal regulation. Then I came out here, and when the helmet law started rearing its ugly head in '89 and (former governor) Deukmejian vetoed a couple of bills, I joined ABATE of California. When the helmet law got passed, it was like the rug was pulled out from under me. I would have never come to California if they'd had a helmet law. I would have gone to Arizona or New Mexico. So I was heavily involved and outraged, and one of the things I did was to start getting on radio shows. I'd call in to different talk radio shows, and then I came on as a guest, and eventually I became a guest host. The helmet law issue was very controversial, and whenever I got on the air about it, they'd get tons of callers.

ER: What radio stations were those?

NYM: Well, the local stations in San Diego. Some of them were national shows. I started doing stuff with Ken Hamblin, who's the Black Avenger and he's got a nationally syndicated show. Allen Stock had a show in Sacramento, and every year when we did the helmet rally, I'd do his show in January and in May. And in San Diego I also did the *Roger Hedgecock Show* and the *Rick Robbins Show* and a gal's show, whose name I can't remember right now. I then started guest hosting these shows, and then the radio station approached me about doing my own show. But because I own a dealership, it's hard for me to do a show every day, three hours a day. But I started my own show back in 2000 on Saturday afternoons. It was called *Street Talk* and was on KCBQ in San Diego. And in April this year they approached me about doing this Internet show, which I started doing in June of this year. Unlike my other show, where I interjected motorcycle issues, this one is entirely motorcycle related and focuses on them. And I just saw that this show could really grow some legs and take off. In August, I dropped the other stuff and now I'm just focusing on *American Cycle Talk*.

ER: What are some of the topics you touch on during your show?

NYM: Everything is about motorcycles, and the politics in motorcycles. I'm very heavily oriented around politics because the people who make the rules that we live by are the politicians. Football, baseball, that's all fine, but it doesn't change our lives. But when different politicians get into office, they change the rules that we have to live by.

ER: Are you talking politics in California? The nation? The world?

NYM: It's all three: worldwide, because we're concerned about the politics of Europe with FEMA (the Federation of European Motorcycle Associations), and I've had Simon Milward on the air with me. Nationally, of course, we always have the AMA on, and the MRF's been on with me on and off, and we talk about those issues. I've got motorcycle-rights leaders from all over the country on with me from time to time: Buck Weikenbox from Florida, and different leaders from ABATE organizations.... And, of course, right here in California, we've had all the different ABATE leaders. We're open to the MMA and the AMA and anybody else who can get on and shed some light on these issues. But we also try to have some entertainment; I try to have some fun on the air. We frequently interview Goth Girl from the Devil Dolls MC and other people with all kinds of different topics.

ER: What type of format does the show have?

NYM: It's a live show, every Monday from 3 to 5 o'clock, California time, and it goes all over the world. I get e-mail from as far as Germany, Italy, Turkey, and all over this country. And people call in, too. Most of the listeners listen to our archives, because they can listen at their own leisure, at their own time, 24/7.

ER: Is it a commercially or listener-supported show?

NYM: It's commercial. We definitely look for advertisers to help support the show and pay the bills. They can advertise on the show itself or on the Web site.

ER: What equipment is needed in order to listen to your show?

NYM: Well, a computer, of course, with a sound card. All you need to do is go over to wsradio.com, and you'll see all the different shows available there. Wsradio is the largest Internet radio network, and they've got a whole host of talk shows, and *American Cycle Talk* is one of their fastest growing talk shows. We've doubled our listening audience just in the last month, and we expect to double that again by the end of the year. We're around 50,000 listeners right now, and I'd like to be the biggest show they have, so I'm hoping for somewhere around 100,000 listeners by the end of the year.

ER: How do you see the future of Internet radio in general and your show in particular?

NYM: I see Internet radio as something that's really taking off. Local radio shows usually talk about local issues, like KCBQ, they wanted me to stay with topics that are aimed at San Diegans. But we are all over the country. And you won't hear Rush Limbaugh or NPR talk about motorcycles. They might touch upon it, but my political issues are about how we are affected as riders, as motorcyclists, and the motorcycle industry. So I see people who enjoy motorcycles and riding will want to turn to the Internet to hear things that are directly focused on what they care about, if they care about motorcycles. I think it's going to be a very fast growing audience of people who want to be entertained and informed. And now, they're even talking about syndicating this show on conventional radio stations.

New York Myke appreciates any support he can get to fight EPA proposed regulations and other issue concerning motorcycling. He can be reached at 888-327-0061, or via the almighty e-mail at nymyke@wsradio.com. *—Red Baron*

Photos: provided by New York Myke

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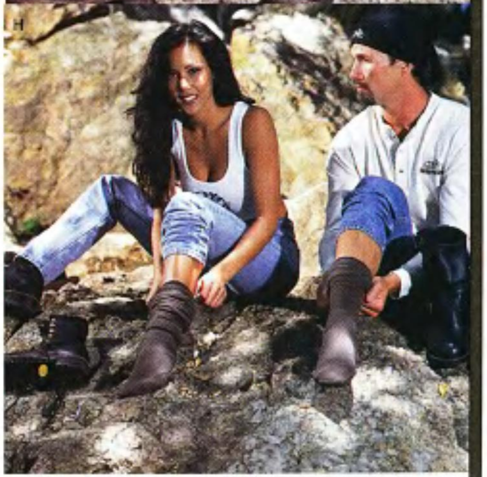

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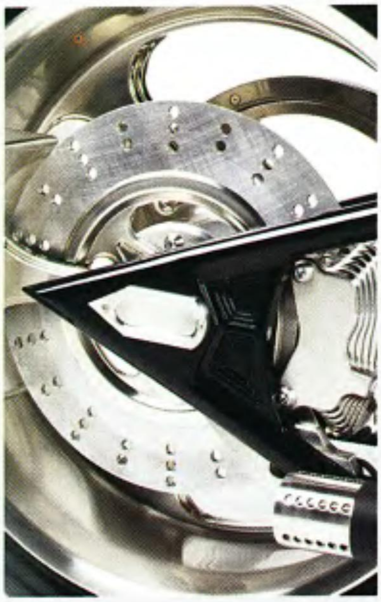
DOUBLE TROUBLE

PAUL YAFFE'S SLEEK *VQ* AWARDS BIKE

You don't stay on the leading edge by playing it safe, and you don't push the custom bike envelope merely by sticking on the same stamp others use. That can also mean you don't cater to the prevalent tastes of the moment. So it was when Paul Yaffe set about creating a custom bike to be auctioned off at the annual *Easyriders/VQ* Bikers Ball soiree during Bike Week in Daytona Beach, Florida, the proceeds going to benefit the Boys and Girls Club of Broward County, Florida.

This black beauty is the second *VQ* Auction bike that Paul has created. "The bike gets such a crowd whenever I park it, but I think the people at the *VQ* party were maybe stunned a bit by the fact that it was just black and lacked the usual acres of chrome and alligator upholstery. It was just black…with our proprietary plating to set it all off. From my point of view, I thought it had a very industrial look and was tremendously cool."

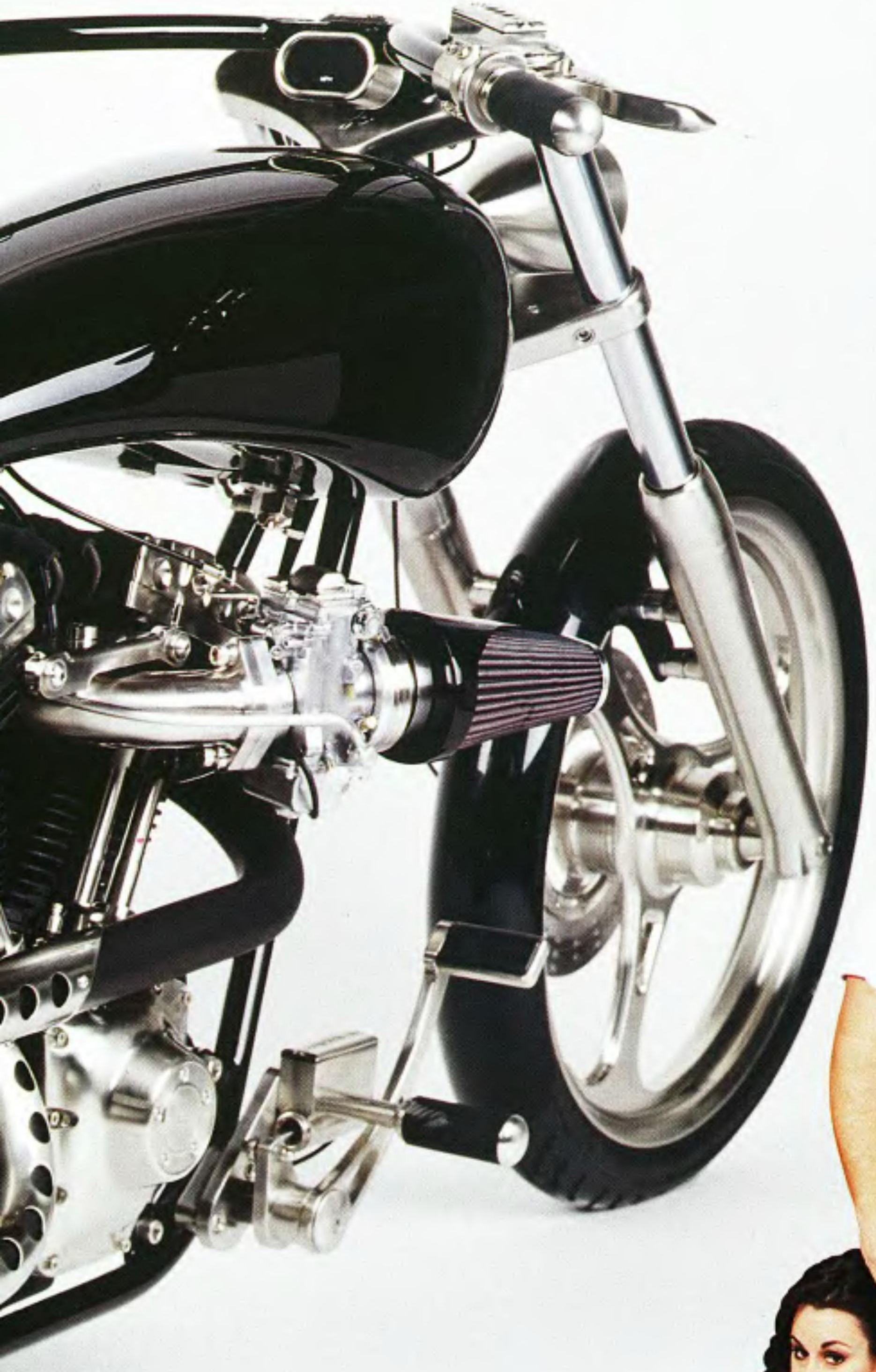
Paul was looking to design a new frame to add to his signature line of custom parts, and Double Trouble served as the catalyst for that project within a project. "I wanted to create a new chassis and had this idea of pulling the frame farther forward

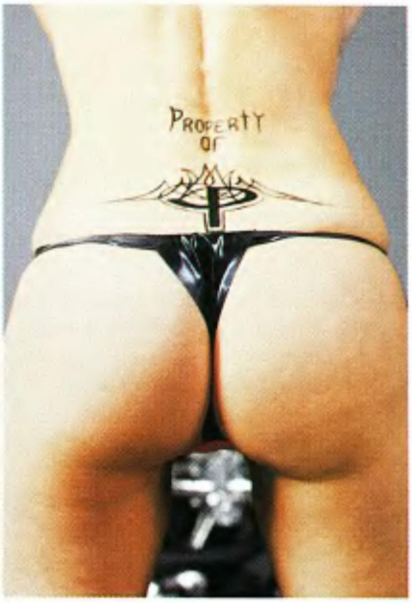


and instead of going up with the neck like a chopper, I dropped the neck 2 inches. The bottom line was that I was tired of the same old stuff, and wanted to do something different. I wanted to do something lean and long and that meant a long tank so I stretched the frame 7 inches forward. We wanted to see if we could set something up like that, yet that was rideable and comfortable. And we did."

Paul also wanted to incorporate really short fenders as a design element to show off the beefy rear 250 tire. The rear fender is so abbreviated that when you're riding the bike, it creates the illusion that there is no fender at all. Part of that overall ultra-minimalism impact of the bike extends to the Primo belt drive that was cut from 3 inches to 1 1/2 inches to echo the slim, naked lines of the bike. It's the only such "skinny belt drive" we've seen, and you can see where Paul took a bunch of nail heads and rivets to amplify the industrial look.

As for the contrasting antique finish that works so well with the anti-flash monochromatic black




PROPERTY
OF

paint job, Paul says, "I had done a prototype bike for Dale Earnheart's wife and played around with this finish and decided to use it on Double Trouble as well. So, no chrome. As a result I think the bike looks something like a Detroit concept car." Paul tells us his pigment specialist Gary Christ added a touch of pale sterling pearl that in the right angle of sunlight accentuates that special coating process.

And since Paul found himself under the gun to design a new exhaust system for SuperTrapp, he used the opportunity to create the prototype pipes seen on Double Trouble. They're HPC ceramic coated, called X Pipes, and are now available from SuperTrapp. As to what the new pipes sound like, Paul says, "Like a mix of a shotgun and a drag boat going off."

Double Trouble's slim, lean and mean look is carried over dramatically by way of Rivera-Primo's Mikuni carb setup that features an extended elbow manifold to which Paul has added an adapter ring that accepts one of his Force air cleaners. Paul also added a ball mill and drilled the golf ball-like indentations in the engine, a process called "dominoeing." He created the same effect for the primary and a few other places. "When it was all coming together we started thinking it looked like some sort of high-tech, government-issue machine gun, even to the tips of the pipes looking like silencers."

Paul sums Double Trouble up when he says, "It's very out of the ordinary…exactly where I wanted to be." We'll add our own five "S" words—subtle, sinister, sleek, sexy, and sensational.

The second generation of the bike's chassis, with the engine pulled an inch farther forward and the neck dropped another 3 inches, has been dubbed Double Trouble and is also now available from Paul Yaffe Originals along with the tank, fenders, handlebars, seat, wheels and the front end. With the exception of the drive train, in this case a 95-cubic-incher, you can find 95% of what is needed to build this bike in the Paul Yaffe catalog. For more info on Paul Yaffe Originals and the many custom components and services he provides, you can visit him at www.paulyaffeoriginals.com or call him at 602-840-4205.

Special thanks to Harley-Davidson, Custom Chrome and Paul Yaffe for their ongoing support of the *VQ* Auction Bikes. —*Paul Garson*

Owner: ....Top Secret
City: ....classified

General

Designer: ....Paul Yaffe
Fabrication: ....Paul Yaffe
Year and make: ....2002 Paul Yaffe Originals (PYO)
Model: ....Streetster
Assembly: ....Kevin Bailey
Time: ....6 months

Engine

Year: ....2002 Harley-Davidson
Model: ....Twin Cam B
Rebuilder: ....Kevin Bailey
Ignition: ....Screamin' Eagle
Displacement: ....95 cubic inches
Lower end: ....Harley-Davidson
Balancing: ....Harley-Davidson
Pistons/Heads: ....Harley-Davidson
Cam/Lifters: ....Harley-Davidson
Carb(s): ....44mm CV
Air cleaner: ....Harley-Davidson
Pipes: ....SuperTrapp X Pipes

Transmission

Year: 2002
Engine sprocket: ....Primo
Trans sprocket: Paul Yaffe Originals
Wheel sprocket: ....Weld

Painting

Molding: ....Gary Crisp
Painter: ....Gary Crisp
Color/type: ....sinister black
Type: ....PPG

Frame

Year: 2002
Builder: ....PYO
Type: ....Double Trouble
Rake: ....40 degrees
Stretch: ....2 inches over
Shocks: ....Works Performance

Accessories

Bars: ....PYO
Risers: ....PYO
Handlebar controls: ....JayBrake
Headlight: ....Headwinds
Taillight: ....PYO
Speedo: ....Dakota Digital
Pegs: ....PYO
Electrics: ....Kevin Bailey
Gas/oil tanks: ....PYO
Oil system: ....Harley-Davidson
Primary: ....Primo
Seat: ....Guy Thieman
Mirrors: ....PYO
Grips: ....PYO

Forks

Type: ....Deuce
Builder: ....Harley-Davidson/Perse

Wheels

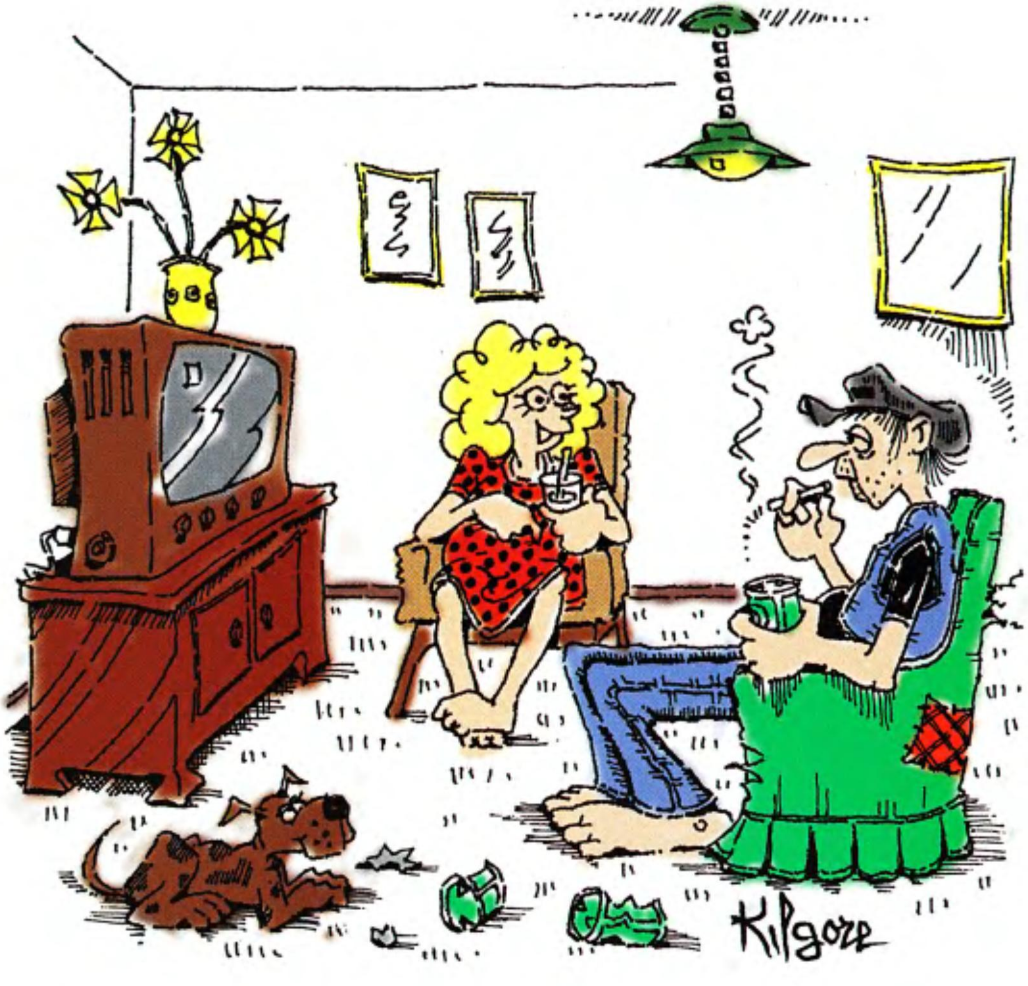
Front

Size: ....21 inches
Hub: ....Weld/CCI
Rim width: ....2.15 inches
Tire: ....Avon
Brake: ....Performance Machine

Rear

Size: ....18 inches
Hub: ....Weld/CCI
Tire: ....250 Avon
Rim Width: ....8.5 inches
Brake: ....Performance Machine

Photographer: ....Butch Lassiter



"I'm starting my diet tomorrow, dear … Do you want that final blow job now?"

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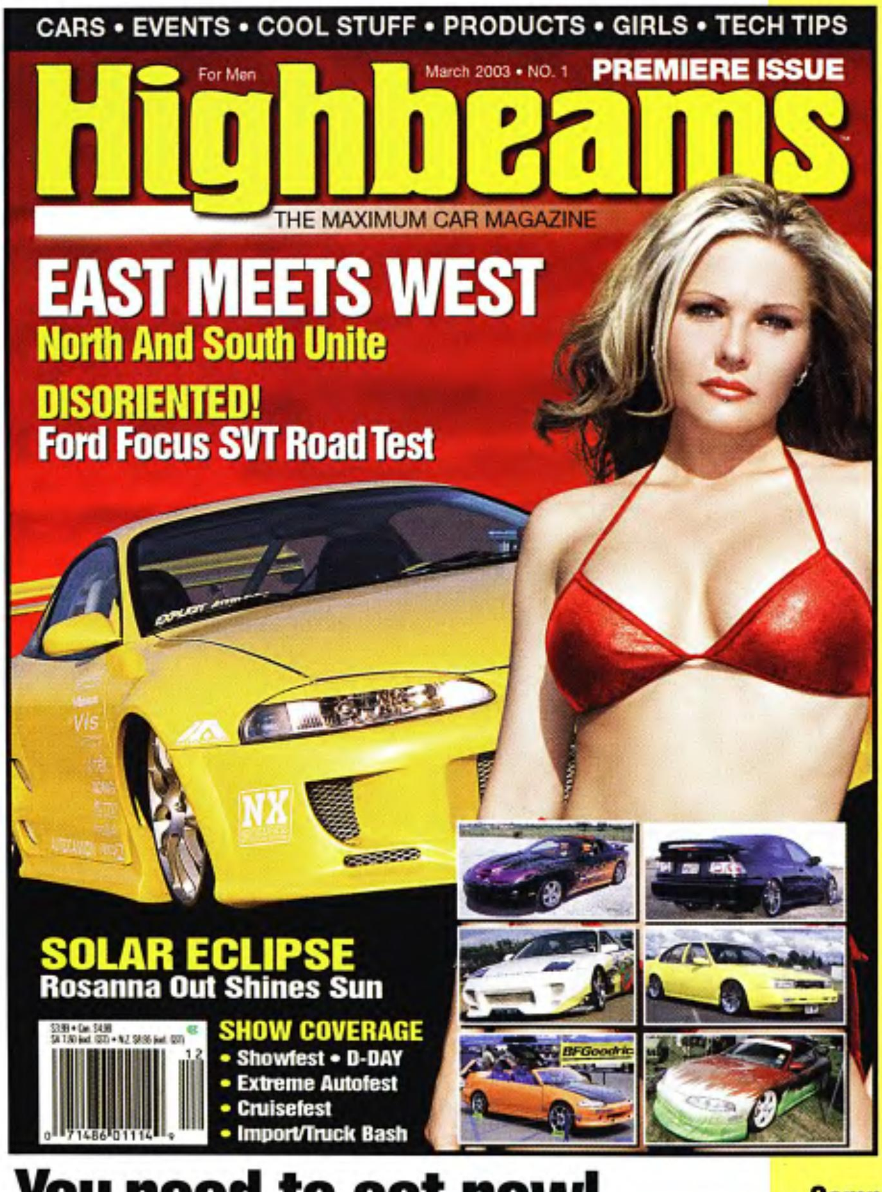

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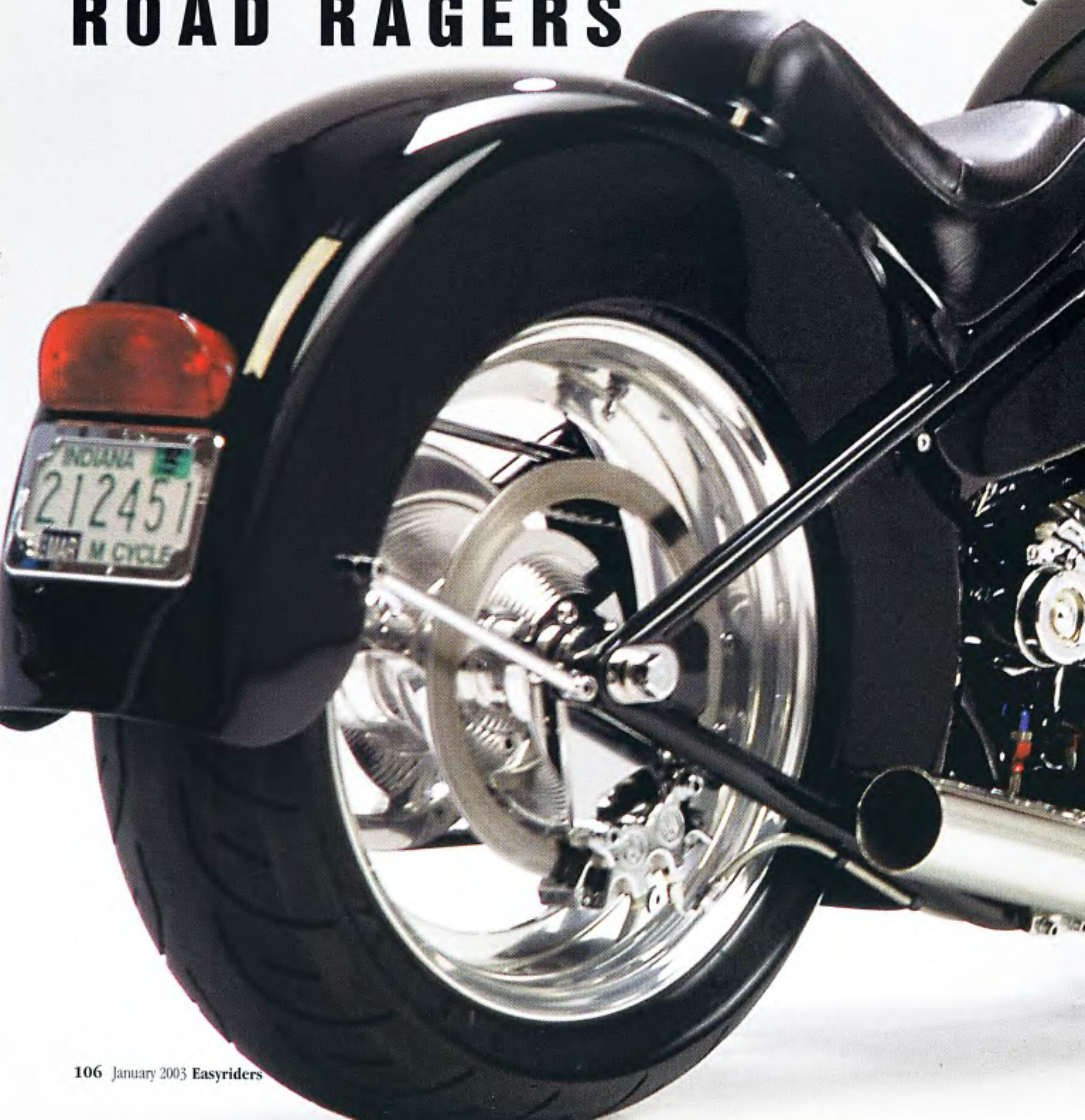
Have you ever wondered what makes some of the guys you meet in the bike business tick? I mean, what we're talkin' 'bout here is a small, pretty specialized group that, as people like Jim Guy can tell ya, have locked into what they do very early in life primarily outta love…or maybe it's just lust. Either way the end result is an almost fanatical passion for creating looks and performance that exceed what has become accepted as the "norm."

Jim Guy is the owner of JB Customs, which just happens to be located in the shadow of what is perhaps the best known racetrack in the world—Indianapolis. Jim was lucky enough to have found his calling pretty early in life and with a backyard like Indy, inspiration was definitely not lacking. Having been raised by a dad that built fast cars and having spent a lot of time hangin' out at chopper shops in his early years watching the older

JIM GUY OF JB CUSTOM GOES BIG!

ROAD RAGERS



guys work, Jim went with what felt good to him—Harleys.

No, he didn't jump into the biz as some Johnny-come-lately, nosirree. For example, at a young age barely in the double digits, the first two-wheeled creation he called his own was a Huffy bicycle he added a candy orange paint job to. After that it was on to motorized minibikes and the like, much to his folks chagrin. Soon Jim decided, or perhaps fate decided it for him, to rip into the little one-lung Tecumseh flathead and he used a stick welder and grinder to add more lift to the tiny cam. He then figured out how to create the valve to piston clearance needed for the homemade bumpstick. After that it wasn't very long before he stepped up and copped his first Harley—a '62 pan he picked up in the mid-70s.

The more Jim built, the more ideas flooded his head. Gleaning knowledge from local car and bike builders and particularly his own close friend and master builder, Charlie Whittaker, Jim was off to the races—literally. The one constant in his life has always been the quest for power, and lots of it. Taking the one phrase that was his late friend Charlie's mantra—"Be sure"— Jim has always checked and double-checked his efforts, even at the expense of that ever-precious resource, time. Jim likes to be sure all his ducks are in a row, and he insists it may seem like added time up front, but the time lost from errors can be far more costly.

The result of his years at the drawing board can be seen in the Road Ragers on these here pages. His "be sure" attitude forces Jim to over-engineer, as some may perceive it, to a point where he's able to build behemoth engines that sound and run like nothin' else—and can take it. The format for power he has come up with increases torque and rideability, without minimizing reliability—too much. After all, everyone knows that performance can effect life-span, but Jim takes all these factors into account in his engine designs.

Starting with Keck cases that have been fit with JIMS wheels and shafts, Jim carefully assembles his beasts using trick Delkron's DR-2 Fafner bearings on the pinion side to provide extra support to the wheels to keep them from becoming floppy, as Jim puts it. This is based on a design developed by Jim McClure for his Top Fuel efforts. The 4 5/8-inch flywheels are balanced using tungsten pins that are welded in place, since Jim likes to keep the added mass in line with the crank pin. Also, the wheels are as small as possible to keep weight to a minimum, in fact the crank assembly weighs in at a mere pound more than a stock 80-inch Harley. Little details like this, all add up.

Jim even designed and built the intake manifolds from stainless steel, and developed the slide needles for the twin pairs of Keihin carbs that deliver fuel. The carbs also feature synchronized, matched throats, shortened throttle shafts and custom stacks all created by Jim. Calling the 115-octane liquid that goes into the tank gasoline would just be wrong. The level of octane is needed to keep the high compression mills (12.4:1 or 13.2:1) he builds happy and costs a bunch—but hey, nobody ever said performance was cheap.

Hyperformance supplied the cylinders which are capped with a set of 6061 billet heads from R&R that are fit with Ferrea valves and flow 313 C.F.M. at 28 inches of water as measured on a Superflow 1020 bench. Jim relies on PowerArc ignitions since they allow complete tuneability, which is needed for this type of effort.

JB Customs doesn't just build motors, by the way. Jim builds the unique steel that wraps around the customer's frame of choice and creates the special fuel tanks with cutaway for high downdraft carbs. In the cases of the bikes seen here, a rigid and a softail-style that both boast the 139-inch motors. Even the exhaust was hand-built by Jim out of 2 1/8-inch stainless tubing.

The rigid pictured here was built for Bill Cronin while the softail-style Road Rager was constructed for Steve Sybesma. So, if you got a craving for massive street power, give Jim at JB Customs a call at 317-577-8076. Just be ready, because these scoots are smokin'! —*Boxcar*

Photos: Michael Farabaugh

I Can't Freakin' Believe It's New Years Again

Last year I wrote a New Year's piece concerning resolutions for the upcoming year. The year before that I wrote a bunch of predictions for the new millennium. So this year, just to prove how out of new ideas I am, I decided to combine the two in a virtual literary gala, (that means, like, word party) guaranteed to inform and entertain, you, the faithful *Easyriders* reader. It has always been my goal to do more than write short and somewhat predictable humor. Actually, I've always wanted to create long and unpredictable humor, but since I have the attention span of an infant, that's not going to happen. So enough of this bullshit, here are my predictions for 2003. And believe me, you can take these insights to the bank.

Editors note: Please don't take these predictions to the bank. These predictions are in no way guaranteed, and if any of them actually happen we'll be just as surprised as you. Greg's been having a hard time with reality lately. The medical term is "just plain fuckin' crazy." We only let him ramble on in order to stay on his good side just in case he ever finds out where any of us live.

• **In the Middle East** people will continue to fight over a strip of land that the rest of the world couldn't give a shit about.

• **Brad Pitt and Jennifer Aniston** will divorce as Pitt tells the media, "She really isn't as good in the sack as that Ross dude would make you think."

• **A brand new epic movie** will be released which will surpass *Lord Of The Rings* in overall length and the degree to which it sucks.

• **Bacon** will continue to be a favorite topping for hamburgers.

• **The manufacturers of Spam** meat products will declare bankruptcy as they mutter under their breath, "What's so damn special about bacon?"

• **A lot of TV shows** are going to be canceled because, even though they are shorter than *Lord Of The Rings*, they suck just as badly.

• **Elvis** will not come out of hiding because he is, after all, dead.

• **More women** than ever will receive breast implants.

• **More men** than ever will find themselves divorced as their newly breasted wives discover that they really can do better.

• **Daytime TV fans** will be shocked to learn that Oprah's recent weight gain is due to the fact that in a midnight feeding frenzy she accidentally ate her longtime male companion Steadman Graham.

• **Incidents of road rage** will climb as teenage drivers insist on blasting that annoying little puke Eminem out of their car windows, forcing the rest of the driving public to either listen or open fire.

• **Somewhere, as the bombs fall** on their terrorist asses, the residents of some shit-hole, freedom-hating country are going to be horribly sorry they ever burned an American flag.

And now for the resolutions. Every year we gather at drunken orgies of liquor and loose women and vow to give up orgies, liquor and loose women. (Well not me. I'm not stupid.) And every year we fail. Why, you ask? Because orgies, liquor and loose women are fun. Why the hell would you want to give up fun stuff. Wouldn't it be better to give up shit you don't like? Working, for example, or maybe uncomfortable footwear. Anyway, here are my resolutions. And don't go stealing them. I know what you people are up to.

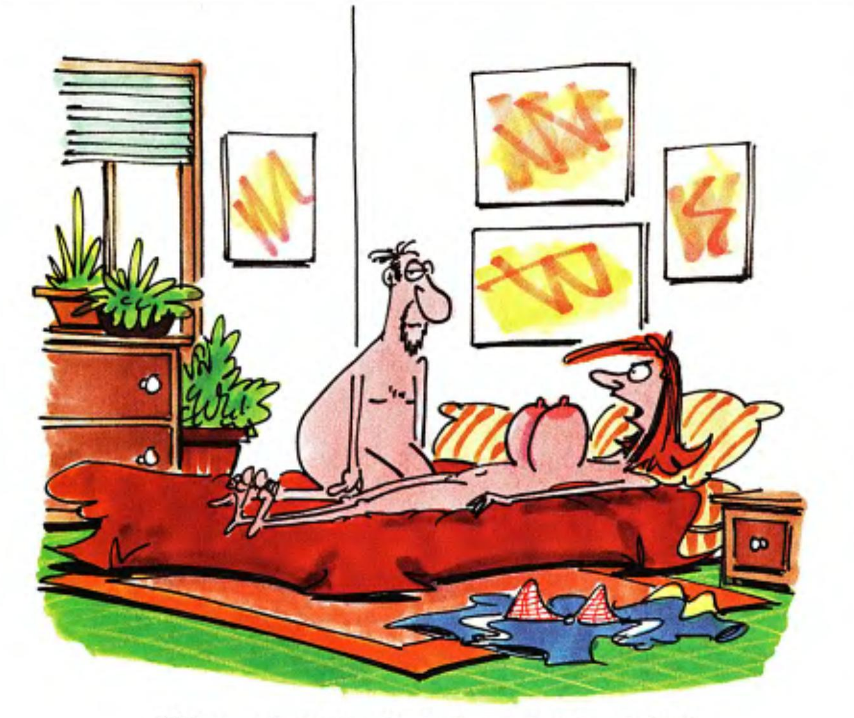
Editors note: The following is no more likely to happen than the predictions, but we really don't give a shit.

• **I'm going to be more trusting:**

I'm going to trust that the kid at the fast food joint didn't spit on my burger rather than assume that he did. I'm going to trust that my neighbor doesn't want to have sex with my wife and let her quit wearing that chastity belt. I'm going to expect the best out of people and wait until they disappoint me to exact my vengeance.

• **I'm going to give up some bad habits:**

Nothing big like smoking, drinking and making crude comments to strangers of the opposite sex. Stuff like swearing and throwing shit at the TV. That's one bad habit I'd like to lose. It doesn't seem to be having any effect on the quality of programming, so why not give it up. Also, TVs are getting expensive.



"Okay, okay, I admit it … they're fake!"

• I'm going to eat better:

Sure, crackers and ketchup is delicious and very filling, but you can't make three meals a day out of it. And no more freakin' Spam. That's the end of that.

• I'm going to be nicer to people:

Maybe not all people. Just the ones who don't piss me off. Like old people. I'll be nicer to old people. Except when they're driving, 'cause old people suck at driving. And when they're ahead of me in line at the store, counting out every penny and using every coupon they got in the last six months. Or when they stare at me across the restaurant with those old people eyes, sharing their early bird special and bitching that my farts are too loud. Oh screw it, maybe I won't be nice to old people. What did they ever do for me?

• I'm going to quit ranting about stuff so much:

Nobody listens, so why bother. Sometimes I have some great ideas I like to share with those who might be interested, but again, nobody listens. Like when I wrote a major car company and asked why they don't make cars out of Tupperware? They wouldn't listen. So I phoned them a couple more times. They started hanging up on me. So I phoned them a couple hundred times, and you know what I learned? You can put a restraining order on phone calls. Who'd have thought?

• I'm going to quit making these predictions and resolutions:

Really. I mean, what's the point? I know, you're thinkin' that my predictions are freakishly accurate and without them you won't have a way to direct your life in the upcoming year. Well, you're just going to have to adapt. Some things are best left a mystery, like what Rosie O'Donnel looks like naked, or what ugly bachelors do for sex. Too much info isn't always a good thing.

As far as resolutions go, I'm only going to make one more. I'm gonna resolve to have a great year. I'm gonna live it up. I want to party, laugh and live like there's no tomorrow. I want to do this year up right. A year from now I want to look back and say "Holy crap, that was fun." Because brother, you can make all the plans you want, it's what you've done that counts.

Have a hell of a New Year.

—Greg White

A SOUTH OF THE BORDER TRUE ROAD TALE

THE RIDE SOUTH

The February air blew warm against my cheek as the old Electra Glide kept a fateful pace against the parched pavement of the Baja Peninsula pushing ever deeper into Mexico. The road was exceptionally narrow as it twisted through dusty, cactus-infested hills and it seemed wise to hold my speed down to a respectable 50 mph.

The hours of complete riding freedom began to play on my psyche producing the effect of slow submersion into a mighty river of crystal clarity. With absolutely nothing on my mind, I rode on.

As the small Mexican towns of dirt roads and shabby concrete buildings came and went, the day began to fade into evening. It was time to make camp. The 30- to 40-foot cactus, reminding me of Dr Seuss landscapes, stood many feet apart with only the desert floor separating them. I seemed to have entered an unbelievable world of grossly oversized giants. I left the pavement to ride the roadless paths that led among these thorny Goliaths. Soon, I was lost among the huge desert guardians and could no longer see, or be seen, from the highway.

The moon didn't come up that evening, leaving the starry sky to shine with an unreal brilliance and, while standing among the thorny army of silhouetted monsters, I decided that there would be no tent to block this view tonight. Situating my bedroll to allow a pillow to lean against the bike, I took my place on the desert floor. Even though I'd been sleeping out for the better part of eight years, I knew, as I lay in the eerie silence of that exotic desert, that the memory of this strange night would stay with me for a lifetime.

I was slow to break camp the next day, but by mid-morning I was back on the road. Soon a majestic view of the gulf shimmered into view and the highway began a long and twisted decent. At the waters edge I brought the motorcycle to rest at a little taco stand in Santa Rosilia. The port town resides about 700 miles south of the border and, unlike Cabo San Lucas, is generally unknown for its tourist trade and is more of an unspoiled, traditional Mexican town.

Santa Rosilia seemed like a nice place, and so, nursing half-a-mind to hang around for a while, I was directed to an RV campground on the southern outskirts of town. The place was sweet and offered slotted camp-spaces, each with its own power box, and excellent bathrooms with hot showers to boot. The close proximity of electricity allowed me to plug in my laptop and get some work done. The place was also filled with Gringos. I hadn't heard much of the English language in weeks and the prospect of easy conversation would be a nice change of pace. I decided to stay a while.

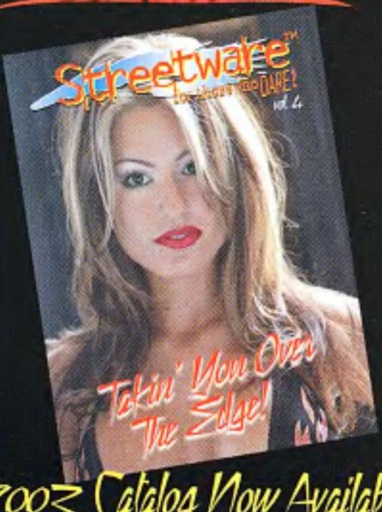
The rent in the campgrounds was $5 a day. The half-full lot bustled with the lazy comings and goings of rigs that ranged from huge motor homes and fifth wheel setups, to old 4-wheel-drive trucks with large camper shells and ancient pop top Volkswagen busses. The occupants were mostly transitory Canadians or vacationing Americans, and I found solace in the company of their easy friendships. For the better part of a week I relaxed, worked, and hung in town with the locals.

One warm evening I exited a small liquor store that sat across from the Pemex gas station in town, and watched as a heavily loaded motorcycle packin' two riders made its way to the gas pumps across the street. While the driver headed for the toilet, the lethargic-looking passenger, who stood an easy 6 foot 2, filled the tank. I took note of the strange bike. It was a late model V-twin Honda that appeared to be a dual purpose design I'd never seen before. I would soon learn that the thing sported Argentina plates and was an exceptionally rugged model that's unavailable in the U.S.

With their business completed, the riders crossed the street only to re-park their Mongoloid beast beside my FLT. After emerging from the liquor store with two quarts of Tecate, the strangers walked over and introduced themselves. The tall passenger stuck out his hand and in plain English introduced himself as Don. Although his features were dark, the guy didn't really look Mexican and I found myself unable to determine his nationality on appearance alone.

The driver, and owner of the bike, was a native of Argentina and didn't speak a single word of English. Still, he gave me his name, which I promptly forgot since I couldn't talk to him anyway, and just came to remember him as "The Argentinean."

You Never Know Where the Edge Is... 'til You Step Over It!



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I soon learned through Don that the Argentinean had saved his ducats for some years before buying his bike and riding off on the adventure of a lifetime. Don was raised in Germany, and was fluent in Spanish, English and German. He sometimes worked as a certified dive-master and for the better part of the past six years had been whorin' around places like Rome, Italy, Australia, Africa, etc. This cat had been all over the word and truly loved his wanderlust lifestyle. He was an arrogant, egocentric young buck blessed with the wild and reckless abandon of youth and, although I was reminded of how nice it is not to be 25 anymore, I just couldn't help but like this guy.

Don and the Argentinean had first met in some shit-hole cantina in the Yucatan and quickly become the best of drinking buddies. The two restless youngsters had then teamed up to chase as much pussy as possible while doing their best to evade barroom trouble on the long journey north. Eventually they planned to cross into the United States and hang a hard right. When the boys finally ran out of land they would hop a cargo ship bound for Europe. From there, they planned to continue on to Asia.

I asked the Argentinean via Don if he'd run into any areas of scarce gasoline or exceptionally bad roads. To both questions he answered "Bolivia!"

I heard the hum of an engine and glanced up to see a Bronco filled with teenagers pull alongside the curb. When the vehicle finally stopped, a whole herd of giggling girls jumped out and ran up to make our acquaintance. As they laughed and squealed away, I asked Don what was going on. "They want to know who the bike with the Argentina plates belongs to." He said, pointing them in the direction of the Argentinean.

The girls promptly trotted off to surround the Argentina man in a sea of excitedly bouncing teenage mammary glands. Turning back to Ron I said, "What's he got that we don't?"

"They like his accent."

Before long the girls all scampered back to their Bronco and took off. Don looked at me and said, "Those chicks invited us to a little party by the beach, are you coming?"

"I'm in."

We lit off into the night and soon the Argentinean spotted the little fluff balls standing in a dirt turnout ahead. As we pulled in the girls began to laugh and squeal their approval once more. They led us down a short and totally fucked up dirt road to dark cliffs above the sea.

Photos: Scott Kerekes

There, a handful of teenage boys waited beside a campfire. They offered us beers and someone kicked up the Bronco's CD player as the cliff-top party began. There was singing and slow dancing around the fire as a bottle of Tequila made it's way through the crowd.

Since, once again, everyone spoke Spanish but me, I was the only dude present to be alienated by the language, as well as age barrier. Yet, over the course of the evening, every single partygoer there made an individual attempt to make my acquaintance, get to know me and make me feel at home. It was pretty cool, and I had to wonder if I'd have done the same for a Spanish-speaking person back in the States.

As I looked to the road, which was in plain view, I realized that we were not 1/4 mile from the Federalé Station. Many cars passed, but none paid us any mind. In the States citizens and law enforcement alike generally view a drunken teenage party as an act of juvenile delinquency that must be snuffed out. Yet, partying is by no means illegal in Mexico. Try calling the cops on your neighbors wild all-nighter and they'll only laugh at you.

A Harley-Davidson is a thing to admire in Mexico, yet, unlike in the States, the novelty soon wears off reducing the bike's nobility to no more than simply "a vehicle." Parked beside the fire's light my FLT soon became only a simple piece of furniture and, knowing I would gain a few slice marks as souvenirs, I watched as the kids cut limes on my tattered old tour pak.

Don worked the chicks hard, he was good all right, and it was obvious that the small-town girls were very taken with his worldly charm. Yet, the young women made it clear that our party was just a little teenaged fun. Obviously nobody was gettin' laid tonight.

By midnight things had died down and the partygoers picked up their trash (believe it or not) and headed for home. We rode for the RV park and crashed.

In the morning Don and the Argentinean shook my hand then left my life as abruptly as they had entered it. After a week in Santa Rosilia it was time to move on and the FLT was packed. The south-bound highway was calling and with a sharp twist of the wick the FLT lurched its approval.

As the vision of Santa Rosilia began to fade from my mirrors, I turned my gaze to the road ahead and wondered, "Now what manner of adventure might this new day bring?"

Ride long and prosper,

—Scooter Tramp Scotty

A CLEAN CHOP JOB WITH A LOT OF HEART

Johnny's Triumph

Wars are terribly destructive forces, and are always accompanied by unintended consequences. Take WWII as an example. American GIs returning from Europe were exposed to many cultural differences that the previous, largely isolationist population had never seen. In WWII many of the soldiers rode Harley WLAs. They were sturdy, dependable machines, but hardly what one might call "flashy." While abroad, many had the opportunity to compare them to the lighter, faster, more nimble British bikes, which were, to the GI's eyes at that time, a bit more modern than their American counterparts.

When the soldiers returned there was a cultural revolution of sorts. The exuberance of the soldiers freed from the terrors of war, but fueled by the excitement they had known from fighting in strange and exotic lands, went off in search of new kicks and many were attracted to large powerful motorcycles.

The Harleys and Indians of the day were mighty, but the Triumphs and BSAs could run circles around them…in stock trim. Besides being lighter, the Triumphs sported foot shifters, which were easier to operate than the cumbersome hand shift/foot clutch arrangement that Harley and Indian offered. The Indian Motocycle Company folded, while Harley fought back, introducing the hotter, smaller, and lighter K model, and later Sportsters, to compete with the British tide. This was somewhat successful,

but the Brits held their own and had a massive following.

America's love affair with the British bikes continued into the late '60s, when it was replaced largely by another rising tide, the Japanese invasion, but we'll leave that story for another day.

Many of the British bikes of the '60s ended up languishing in the backyards and garages of would-be customizers who just didn't get around to finishing their dreams. The Triumph seen here started out like that.

Photos: Elde Stewart

Johnny Goodson was working in the service department of Titan Motorcycles in Phoenix when a guy he knew bought a truckload of old Triumph parts and was assembling them into basket cases and selling them. One was left over, and Johnny took it off his hands. He says, "I threw everything away except the motor and parts of the frame. It was basically like a 1970s backyard frame job that somebody had done. I got rid of everything I didn't like about the frame. It's got a bit of a rake and a lot of the old tubing was hacked up pretty bad so I put all new tubing in some areas." Eventually he put the bike together, but he wasn't completely satisfied with it.

Some time thereafter Johnny moved to Southern California and went to work for Exile Cycles. The style of bikes being built there were extremely lean, spare and clean, and that was the look he wanted for his Triumph. Having access to a virtual playground of the best tools and parts, and especially the connections to the most talented in the industry, made the success of the project child's play.

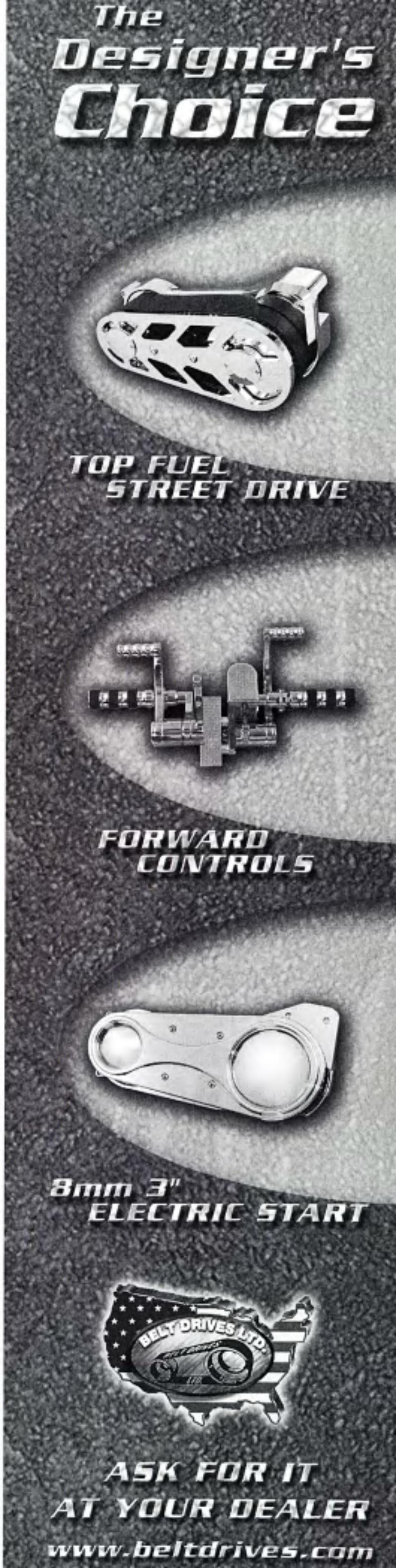
Nearly everything on the bike is handmade. Johnny fabricated the handlebars and risers, the fender, taillight, gas tank, oil tank, and forward controls. He also designed and welded up the frame, with help from Gard, who owns a shop called Ziggy Harley.

The motor was rebuilt at Raber's in San Jose, California, while the rest of the bike was being constructed at Exile. When the two came together there was only a last bit of fitment to be done, the final assembly "didn't take no time at all," Johnny says. "I grew up wrenching. My father is an automotive mechanic so I was in diapers out there slingin' wrenches or getting wrenches slung at me by my father. I just grew up doing it. There were always bikes in the family. By the time I could a ctually pedal a bicycle I was trying to get on motorcycles. I started messing around with that shit before the age of 10." Now Johnny buys them, fixes them up and sells them for a profit as often as he can.

While Exile Cycles was preparing the créme of their bikes for the Easyriders Pomona Bike Show, it was suggested to Johnny that he should enter the Triumph in the show. For his trouble he garnered second Best Specialty in the Judged class.

Johnny Goodson wasn't even born in the heyday of the Harley and Triumph wars, or even in the '60s when chopping and customizing bikes really took off. He came into this world in 1971, the year Easyriders was born. He's now representing the next generation of chopper builders and riders, the tide that will carry the craft into the 21st century.

—Kit Maira



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Louis Debendittis, American Heritage Cycle Supply, Endicott, NY

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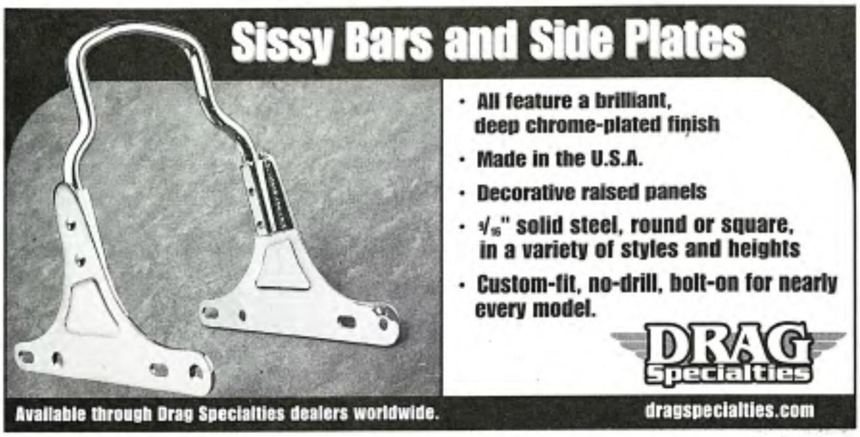

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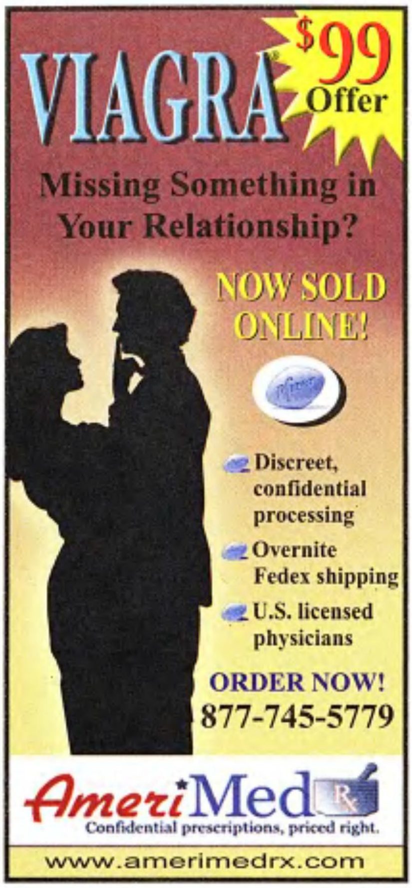

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ROCKER BOXES EVO 108.84 up SHOVEL 229.94 up
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CRANK FILTER 10.97
NOSE CONE IMPORT 59.84 USA 119.84 BILLET 216.73
RIGID, SWINGARM, RUBBER MOUNT, & SOFTAIL® STYLES
RIGID ROLLING CHASSIS KIT AS SHOWN 2052.00
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CHAIN DRIVE KITS 352.37 up
FRAMES: RIGID 556.25 up SOFTAIL® 614.84 up
ENGINE CASES DELKRON 598.84 S&S 787.94 up
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EXHAUST PIPES 48.94 up
S&S HEADS 798.50 up EDELBROCK 684.84 up
MIRROR 22.96 up
DIST. 129.84
COMPLETE 16" FRONT END KITS 1277.72 up
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FXWG SPEEDO KIT 66.56 up
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BATTERIES SEALED "GEL" 59.94 "GEL" BIG BORE 109.94 "GEL" 540 amp 148.84
GMA BILLET CALIPERS 178.84 up
DASH KITS 79.94 up
WIDE 41mm FORKS POLISHED LEGS 424.84 CHROME LEGS 594.84
1 YR WARRANTY
4-SPEED GEARBOX 798.00
PREDATOR® 4-SPEED 1188.00 up
5-SPEED 888.00 5/4 SPEED 1498.00 6-SPEED 1688.00 6/4 SPEED 2698.00
CYLINDER 76.94 ea. S&S CYL. 388.50 pr.
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REG/RECT 33.84 up ACCEL 58.84 up
BENDIX 14.84
H-BAR CONTROL KITS 1972-81 72.94 up 1982-95 139.84 up 1996-UP 139.84 up
WIDE 180/230 FRAME KITS RIGID 624.00 up SWINGARM 1047.84 up SOFTAIL® 200 WIDE 968.00 up SOFTAIL® 230 WIDE 1997.84 up
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SEAT PIN 6.94 up
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PULLEY COVER 19.47 up
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FLATSIDE TANK MOUNT KIT 26.84 up
CHROME PETCOCK 13.79 up
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CATEYE TAIL LIGHT 12.94 up
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H-BARS 14.94 up
FENDER STRUTS 38.94 pr. up
FAT BARS 69.94 up
T-BARS 49.94 up
MIRROR CLAMP 6.94 up
HEAD BOLT COVERS 23.85 up
AXLE PLATES 25.84 up
FORK TUBES 69.84 up
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REAR GUARDS BELT 19.84 up CHAIN 28.44 up
KICK PEDAL BLACK 7.47 up RAIL 19.43 up
CHAPS 49.94 up
HEAVY DUTY CYL. BRACE 19.94 up
BILLET MASTER CYLINDER 88.94 up
KICK STAND KIT WITH MOUNT 29.94 up 38.84 up
THUNDER JET 44.84 up
MINI GAUGES 29.84 up
FOWARD CONTROLS CHROMED BT-XL 69.94 up EVO XL 1986-UP 214.84 up
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TechTips

REVTECH CUSTOM CHROME SINGLE-SIDED SWINGARM KIT

Wait Till The Guys See Ya Pull Up With This New Gadget!

From late-'40s bobbers and long-forked choppers, to low-slung, pro-street bikes and big-inch boulevard brawlers, today's cruiser scene is more diverse than ever. There are enough trends of motorcycle customization to fit the taste and the budget of any rider today, and the motorcycle aftermarket industry has something to offer for everyone.

This month we'll shine our lights on a new, slick-as-snot gizmo that's now available from your friendly Custom Chrome dealer. Think about it: It wasn't long ago that the first single-sided swingarms made their debut on the custom cruiser scene, with master builders like Mike Maldonado. Single-sided swingarms look really trick because when viewed from one side, they make it seem as if the rear wheel isn't attached to the motorcycle. This "floating" effect is a showstopper anywhere it's seen, as it showcases the rear wheel, allowing a full view of its design.

Until now, single-sided swingarms were reserved for big-budget show bikes, and were better left to expert builders who had to figure out all the math, intricate design and fabrication. Custom Chrome now offers a bolt-on, replacement single-sided swingarm for '86-'99 Harley Softails, so you can enjoy the unique look of a single-sided rear end without having to invest in it the equivalent of a small country's defense budget.

Custom Chrome's RevTech single-sided swingarm is made from chrome-plated 6061-T6 aircraft-grade billet aluminum. It includes the swingarm assembly, a RevTech 4-piston brake caliper, a brake rotor, a brake bracket, a polished splash-guard, and a domed hubcap.

The swingarm's innovative design maintains a perfect alignment between the rear wheel and the drive belt, and ride height is adjustable from 1-inch under stock height to 1-inch over (patent pending). The kit works only with RevTech 18-x-4-inch billet wheels (not included) with up to a150-series rear tire.

Custom Chrome says that installation is a breeze, utilizing stock shocks, drive belt, fender and struts. You might want to check out the RevTech line for matching wheel rims and rear belt pulleys that will complement the swingarm, (the wheel design shown here is called the "Doom").

Custom Chrome's RevTech single-sided swingarm kit is designed to fit all '86-'99 Softail models and retails for just a dollar shy of three grand, which would be $2,999 for those of you who aren't to keen on mathematics.

Call Custom Chrome's toll-free, referral number at 800-729-3323 for the address of a Custom Chrome dealer nearest you, or log on to www.customchrome.com.

—Lafayette

Photos: provided by manufacturer

SHEET METAL 101 PART TWO
A Custom Dash

Last month we began a series of tech tips on how to create a truly one-off custom motorcycle by utilizing custom sheet metal. We revealed that the average guy can make his own one-off pieces with the help of sheet metal from Custom Chrome and a few simple tools. So, last time we made a stretched gas tank, this time we'll make a cool custom dash to go with that tank.

The idea for this bike is to design the best of the old-school look with the latest technology. As such, our ace bike builder Mitch Bergeron decided on an old-fashioned cateye-style dash from Custom Chrome but added a twist or two. Instead of a standard speedometer, Mitch will use a Dakota Digital combination digital speedometer and tachometer which also incorporates turn signals, oil and temp information and a slick odometer which shows several settings. When the unit is off, it shows a black surface revealing nothing. Very cool.

Another custom twist is that the standard Harley-style ignition switch in the center of the dash is not an ignition switch at all (the switches are hidden elsewhere). The faux ignition switch on the dash is actually a Matt Hotch pop-up gas cap (Photo 1.).

To create a seamless 1-piece look, Mitch will add height to the dash and begins by cutting the flange off the bottom of the cateye dash with a pair of tin snips (Photo 2.). Once the lip has been removed all the way around, he cuts a piece of sheet metal with his cutters and fits it to follow the curves of the dash (Photo 3.). The new insert piece will follow the lines of the gas tank in the front. Mitch grinds the bottom of the dash to fit the contour of the tank, and once the dash fits properly, he places the dash in position on the gas tank and marks its position (Photo 4.).

Finally, Mitch bolts the dash in place before using 1/8 or 3/16 rod, following the curves of the dash and welds the rod in position all the way around the gas tank (Photo 5.). The dash is now removable, sitting inside the welded rod which gives a clean, finished look with no edges anywhere.

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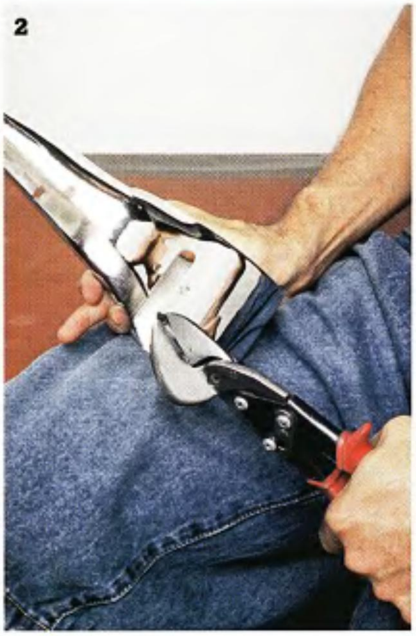
2


3

With the dash in place, Mitch can mark the hole for the gas fill. He will then remove the dash and cut a hole in the tank using a bi-metal hole saw and will eventually fill the original gas fill bungs and seal them up. The finished dash can now be sent out for chroming and the raised rod lip on the gas tank can be filled and prepped for paint.

Next time we'll take a look at how to add some simple custom touches to a rear fender including internal struts and sexy contouring. Stay tuned.

—Dave Nichols

Source

Mitch Bergeron
760-772-6690
www.mikesbikeworks.com

Custom Chrome
408-778-0500; 800-729-3332
www.customchrome.com

Dakota Digital
800-852-3228
www.dakotadigital.com

Hot Match Custom Cycles
714-680-4362
www.hotmatch.com

Photos: Markus Cuff

4

5

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With styles unique to the motorcycle rider, the Roadware catalog brings you products that offer fun, fashion and protection.

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THE PAINT SHOP
Where The Best Is Simply Enough

In this age of political correctness, when complicated, high-falutin' monikers are defiling verbal landscapes everywhere, trying to decipher some of these modern monikers could cause post-traumatic stress syndrome even in a mentally not-challenged sanitary engineer. So, it's good to know that there are still folks around who like to be direct and to the point when it comes to naming things.

Sure, Gary Crisp could have called it his Center of Fashionable Chromaticity, or maybe even something really cool and catchy like Pigmentofacilitation Facility For Polychromatophiles, but instead, Gary and his partner in crime, Paul Yaffe, opted for timeless simplicity and called it what it purports to be: The Paint Shop. Direct and to the point, the way it oughta be.

The Paint Shop has been in Phoenix for close to two years now, and already the surrounding desert has taken on brand-new, never-before-seen hues.

As you can imagine, it took much brainstorming to come up with this intriguing name. As Gary tells the story, "It took a year to close down my shop in Portland, Oregon, because we were so busy there. Paul had already gotten us a building in Phoenix to set up and opened a checking account for us. Needing a name and not knowing what we were going to call our new business, he simply put 'paint shop' on the application, and it stuck. I told him, I thought the name was awful and I wanted to change it, but somehow, it just stuck, and now I've come to like it. It stands out."

And stand out it does, but not only by name. Gary, 58, has been painting cars since he was 14 years old, so that's been a while. Against his father's wishes, Gary stuck to his guns, so to speak, by painting his bicycle and getting a job spray-painting model cars before moving up in size. "I was self-taught and paid my dues through the years," he says. "I actually started painting bikes in the late-'60s, early-'70s, for some of the guys in the Bay Area, but in the mid-'70s, it seemed like everybody who was into bikes suddenly got into hot rods. I lucked out when some of the roadsters I painted ended up as America's Most Beautiful Roadster in the Oakland Roadster Show, and some other cars went on tour and got a lot of publicity. By the mid-'80s, I had been in over a hundred magazines."

The circle closed in the early '90s when "some guy asked me to paint his bike. I did, and it ended up in a magazine," Gary says. "I got really pumped up and I've been painting them ever since."

According to Gary, he and his crew were "very, very busy, painting about 125 bikes a year up there, but they were all stock Harleys, so I figured, if I wanted to paint really cool bikes, I'd have to move somewhere else. For a while, I contemplated L.A., but then I went to see Paul, and he said to come on down there, he'd set up everything, and he has."

But initially, Gary had his doubts, because, for one thing, "Phoenix has more custom painters per capita than even L.A. does. But also, when I first came down here, I didn't even know if I could be painting for Paul, because everything he did was silver," he says. "But now I've got the guys doing flames, we just did an orange bike and a lime green bike for him, plus, we've started doing some artwork on stuff, which Paul says he used to hate. Paul is one of the best bike builders out there, so it's an honor being able to paint for him, and I really enjoy stretching him out there, too."

The Paint Shop is not physically part of Paul Yaffe Originals. In fact, the two businesses are about 10 miles from each other, mainly because of different zoning demands. Although Gary does all of Paul's bikes exclusively, with Paul feeding him about 75 bikes a year, anybody can walk in there to have something painted.

Among these "anybodies" is Myron Larrabee, owner of Easyriders of Scottsdale, Arizona. "We just finished a gorgeous blue bike for Myron, which got photographed at Sturgis for three mags," Gary says. "And right now, we're in the process of flaming the tattoo parlor next to his Billet Bar. But we also have other bike builders from around the area, and we're starting to do hot rods again, which I still have a love for. We've got a chopped '50 Merc which we're painting suede and flaming right now."

Aside from the obvious talent and know-how involved, Gary's success is also heavily based on professional attitude in terms of not making the customer wait for his paint any longer than absolutely necessary. "When a bike comes in, we do all the body work and priming first, which will take about a week or so," Gary says. "Then I'll probably spend another week on the artwork, so our turnaround on a bike would be somewhere around two-and-a-half to three weeks. If there's a

really complicated one, it could go into a month. I learned a long time ago that a quick turnaround is important, and we'll work all night just to get stuff done."

According to Paul, The Shop has experienced a veritable explosion. Dennis currently has six guys working for him, including his girlfriend, his facility has grown to about 5,000 square feet, and "he's got a full car paint booth in there, because he's also back doing hot rods, but also boats and trucks, and all kinds of shit...he does everything imaginable," Paul says.

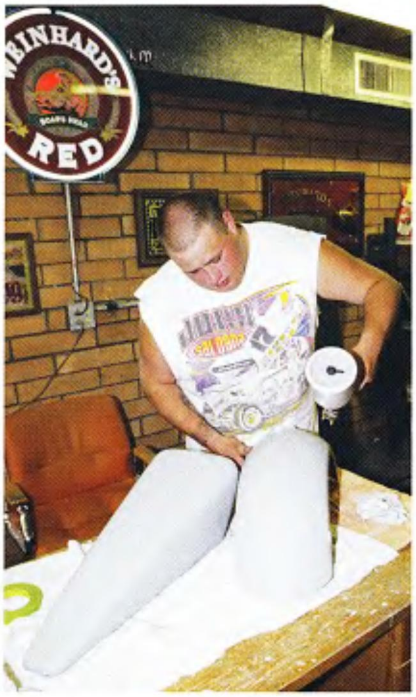
The way Gary puts it, he specializes in "really cool bike paint. We've been doing full murals, cartoons, and a lot of other artwork, but I really enjoy doing cartoons," he says. And his repertoire isn't just limited to custom bikes and hot rods, either. Aside from having picked up a couple of commercial accounts like Independent Motorcycles in Tucson, Arizona, Gary and his crew have "just finished a couple of toilets and flamed a piercing table for a tattoo parlor. Plus, I've got a guy's frig in here, and we're putting a sort of chrome Harley emblem on it and flaming the whole thing out, and we do sunglasses...we do everything in here," Gary says.

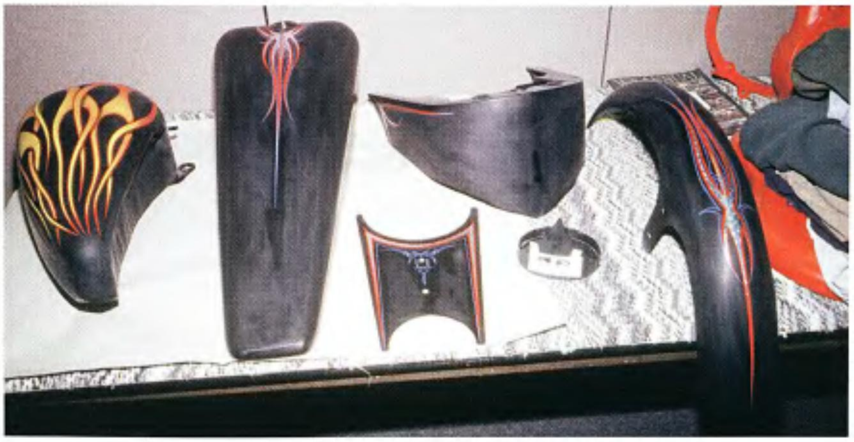
Not even the shop itself has been spared the spray gun. "We've put murals on the walls, with Rat Fink and some bike pictures," he says. "And we're flaming stuff, and once it's finished, when somebody walks in, they'll just be totally in awe of the art on the walls, what with all the striping and everything. And it makes it fun for the guys to come to work, too."

Having a good work environment and philosophy can be seen in the final product, Gary points out. "I look at us as probably one of the finest paint shops on the West Coast if not the United States. I've pretty much handpicked my crew, and this isn't a job for any of us, it's fun. We just love what we're doing!"

—Tripper

For more info or to have your own bike benefit from the Paint Shop experience, simply call Gary at 602-252-4014. To look at some more of Gary's work, surf on over to www.paulyaffeoriginals.com, where most of the bikes have been painted by Gary.





Photos: Butch Lassiter

EASYRIDERS' GUIDE TO MOTORCYCLE TIRES

We know that tires don't shine much and that you can't see your reflection in them, but you can't ignore the fact that they are a very important component of your motorcycle. If it weren't for quality tires, you couldn't control your ride and come in and out of a corner safely.

When we set off to put together a guide to motorcycle tires, we got dizzy at the number of manufacturers on the market today. When we got the various manufacturers' and distributors' press packets, we just couldn't believe the number of specific applications that are offered for every type of bike and every type of riding style out there.

A lot of progress has been made since the early days of motorcycle tires and more progress is being made by tire companies that spend huge amounts of money in research and development, to try and bring you the best possible product.

There are many more tire types than those we listed in these few pages because we decided to narrow our selection to heavyweight cruiser and touring applications since that's what's relevant to you. We hope this guide will help you find the tire you need, whether you're after modern performance for a Pro Street bike, or you're looking for the authentic touch to complete your bobber or your old school chopper.

Dunlop Harley-Davidson-Series D402 Touring Elite Whitewall

This is the only tire *(above)* approved by Harley-Davidson for its touring bikes. Three-ply polyester casing with two fiberglass belts provides greater load-carrying capacity and stability. Its computerized-optimized tread profile with offset center grove improves confidence over rain grooves and steel-grated bridges while reducing cupping for even wear. The D402 Whitewall features serrated sidewalls with Dunlop and Harley-Davidson imprinted in raised black letters.

See your local Custom Chrome dealer for more information.

Dunlop D402 Touring Elite II Wide Whitewall

These American-made Dunlops *(below)* take the technology of both the K291T and the K491 Elite G/T into the future. In addition to superb engineering, the most unusual feature of these tires is the wide, white sidewall, preferred by many riders for its nostalgic appearance. The Touring Elite II are fitted as Original Equipment to 1993 and later FLSTN Heritage Softail models, but are approved for use on many models as far back as 1980. Wet road performance is enhanced by a unique tread pattern that has more continuous grooves for greater water dispersion. The three-ply polyester carcasses are reinforced with two fiberglass belts, and the new rubber compound used in the tread is said to improve rear tire mileage by up to 50 % over the K291T. This tire is compatible with tubes or can be mounted tubeless.

See your local Custom Chrome dealer for more information.

Continental 'Milestone' WhitewallS

These high-mileage Conti Milestones (shown below and at right) are engineered for heavy touring and cruiser bikes. Made of the newest silica compound and casing technology, which offers exceptionally high mileage, wet grip, and load carrying capacity and delivers a more tunable ride.

Custom Chrome "Classic" WhitewallS

This stylish wide whitewall 16-inch tire is the perfect finishing touch to any antique restoration trying to achieve that early '50s look. With almost two inches of whitewall, these tires make any bike really stand out in the crowd. The 6-ply tube-type Classic whitewall tire has a C load range rating and is S-rated for speeds up to 113 mph. **See your local Custom Chrome dealer for more information.**

Michelin Commander (below)

The Michelin Commander tire has been specifically designed for American V-twin applications. Each front tire's handling is tailored to its size by using a unique combination of profile and casing design. Aramid fibers control centrifugal growth better than fiberglass belts do.
The Michelin Commander tire is available for both front and rear applications.
Michelins motorcycle tires are available through your Custom Chrome dealer.

Avon Roadrunner AM20 and AM 21

Avon's new generation of the legendary Roadrunner tires *(two below)* is designed for both the cruising and touring rider. Roadrunners are high-mileage, H-rated tires that run cooler, last longer under heavy load and feature deep, high mileage tread grooves in the central pattern area where tires wear the fastest.The AM20 and AM 21 Roadrunner tires are available for front and rear wheel applications.

Contact Avon at 800-624-7470 for more information, or see your Custom Chrome dealer today.

Avon "Venom" Wide Tires

Avon has created some of the widest rear motorcycle tires *(shown above and at left)* available today—they can be seen on many featured bikes in *Easyriders*. The wide Venom tires feature extra low-profile sidewalls that let you show off your custom wheels.

Contact Avon at 800-624-7470 for more information, or see your Custom Chrome dealer today.

Avon Speedmaster

Positive steering and good lateral stability make the Speedmaster *(below)* a popular front tire. The Speedmaster is S-rated for speeds up to 113 mph, and features a classic style that fits choppers like a glove. Continuous, siped and interrupted ribs in the tread give the Speedmaster very good braking and handling characteristics. The Speedmaster front tire comes in blackwall and is the ideal complement to the SM MKII rear tire.

Contact Avon at 800-624-7470 for more information, or see your Custom Chrome dealer today.

Avon Speedmaster MKII

Avon's Speedmaster MKII *(above)* is a high-mileage tire for rear wheel applications. The "cling rubber" tread compound ensures good adhesion on wet roads. The Speedmaster MKII is S-rated for speeds up to 113mph. This is the tire Avon recommends as a mate to the Speedmaster for optimum performance, safety and economy.

Contact Avon at 800-624-7470 for more information, or see your Custom Chrome dealer.

Continental Conti Tour (right)

Designed for heavyweight motorcycles, the Conti Tour *(above and at right)* is great for all-day riding with excellent wet road grip and braking. Two belts and three sidewall plies provide straight-line stability, and smooth out rain grooves. Tube and tubeless compatible TK16 front and TK17 rear tires have the Continental raised black letter sidewall. The 3.00H x 21-inch is an ideal replacement for all front 21-inch tires.

Metzeler's ME880 Tire Line for H-D and Custom Applications

Metzeler's range of sizes, constructions, and load capacities for its popular ME880 model line *(below)* is now so large, the company says, that it covers virtually every H-D and custom-bike application from simple OE-tire replacement upgrades through an entire range of oversize tires to new wide whitewalls.

With every front and rear using the same matching tread pattern, the ME880s come in bias-ply, belted, and radial constructions. There are now 19 different front sizes and over 23 rears, including the seven new sizes Metzeler introduced in 2002 alone (a demonstration of its total commitment to the U.S. V-twin rider and builder).

Metzeler,s entire ME880 V-twin tire line can be seen at www.us.metzelermoto.com. It is also contained in a free, full-color six-page brochure, with a complete fitment guide, technical specs, and three stages of upgrade modifications.

Metzeler ME880 Wide Whitewalls

Metzeler has announced the arrival of the first in a series of ME880 Wide Whitewalls *(shown at left)* for Harley-Davidson Dressers like the H-D Road King.

The new whitewalls are available in a variety of sizes, the first two of which are a 130/90-16 front and 130/90-16 rear. Next to come are new 140/90-16 sizes. All of them feature Metzeler's rugged bias-belted construction. (Metzeler's ME880 Harley-Davidson range is available in three constructions bias, bias-belted, and radial - to suit all of the load ranges and applications for everything from stock and all-out custom bikes.)

For more information, contact your nearest Metzeler dealer, log onto www.us.metzelermoto.com, or contact Metzeler directly, for a free full-color, 58-page brochure at: Metzeler Motorcycle Tire North America, P.O. Box 700, Rome, GA 30162-7000. Phone: 706-368-5826.

Metzeler's 18-inch ME880 Tire for Custom Baggers

Metzeler introduces a 140/70-18 front and rear combination *(left)* designed for Harley custom bagger applications for bikes like the Road King and Road Glide. The new blackwall tire is the same diameter as the standard 130/90-16, but its lower profile cuts down on the amount of rubber that's showing, and allows custom builder to use larger 18-inch wheels to move the chrome right up into the fender well.

For more information, contact your nearest Metzeler dealer, log onto www.us.metzelermoto.com, or contact Metzeler directly, for a free full-color, 58-page brochure at: Metzeler Motorcycle Tire North America, P.O. Box 700, Rome, GA 30162-7000. Phone: 706-368-5826.

Maxxis Classic M6011

The Maxxis Classic motorcycle tire *(below)* features a unique tread design that provides excellent water dispersion. Its offset center rib delivers excellent control on highway rain grooves and steel grated bridges.

The Maxxis Classic is available in blackwall and wide whitewall models, at dealers nationwide.

PM CONTOUR GRIPS are designed to perfectly match your PM hand controls. Available in 3 styles, polished, chrome and black ano. To complete the PM Hand Control package, check out the Contour Style THROTTLE HOUSING, MIRRORS and SWITCH HOUSINGS perfectly matched to our Contour MASTER CYLINDER & CLUTCH.

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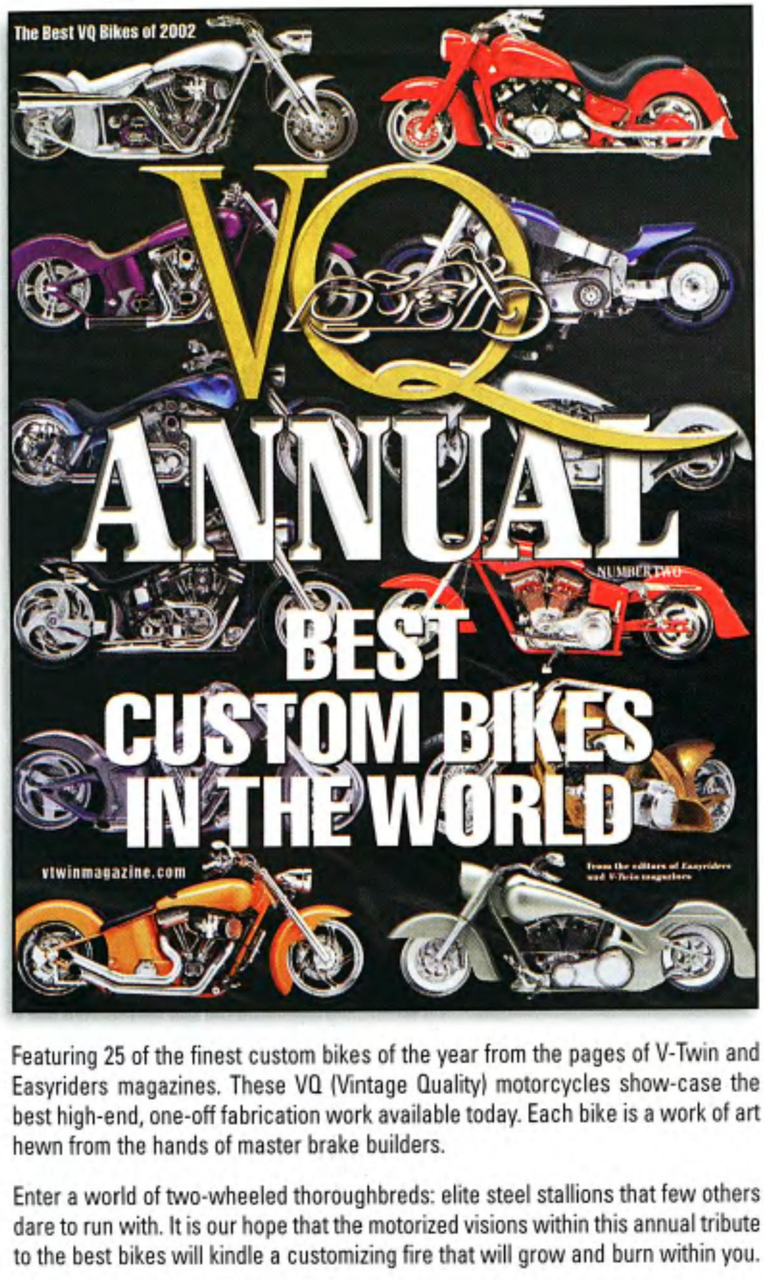

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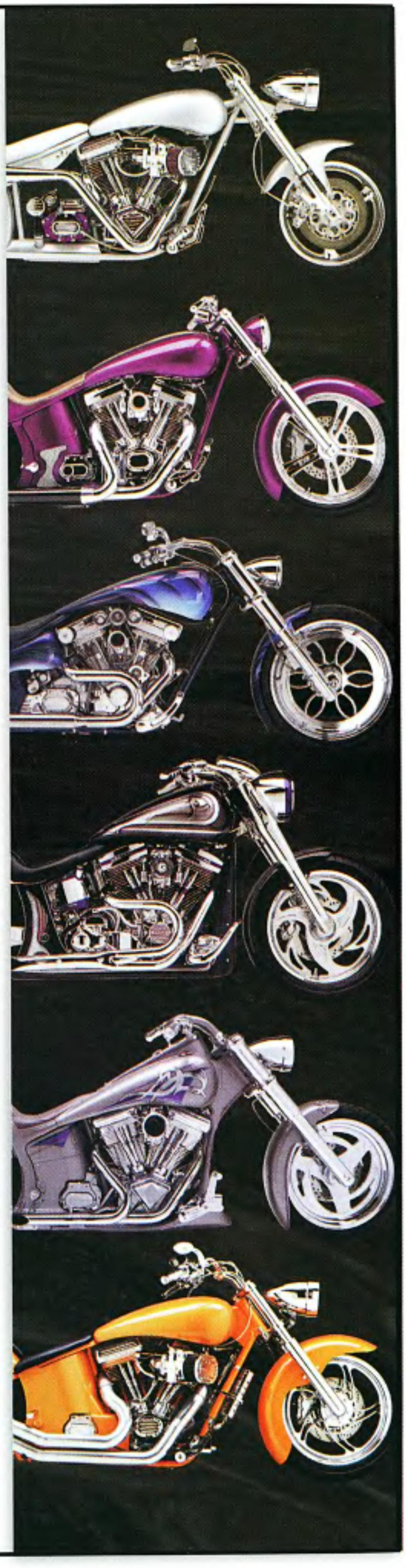


ReadersRides

Greg Young
Arvada, Colorado
1984 FXRP

Looking a lot like a little, lost Holstein grazing on the sagebrush covered slopes of the Rocky Mountains, Greg's—or Fuzzy's, as he likes to be called—FXRP is anything but. A cow, that is. Despite its somewhat bovine color scheme, encompassing what looks to be some indeterminable rawhide brown underlying the seemingly checkered pattern—at least from a suitable distance—so common among our favorite dairy suppliers, this FXRP is, in fact, a motorcycle custom-painted with volatile flames.

But what gives it away is the fact that instead of having two stomachs ideal for regurgitating what you'll be putting into your cereal tomorrow morning is, instead, a double-cylindered motor of the V-twin variety. And the FXRP, in case you still doubt my diagnosis, doesn't moo. It roars.

That's because Fuzzy had the Holstein totally revamped, and part of the process was some motor work by the folks at South Side Cycles in Parker, Colorado, who specialize in performance upgrades. Any cowboy worth his salt can tell you that a Holstein is usually not equipped with, for instance, an EV 27 cam, or Baisley roller rockers, or Time Saver push rods. No sir, that would be highly unusual and downright dangerous. You just can't rope something like that.

While there may be some cows equipped with a dry primary case and an enclosed oil bath secondary, this is highly unlikely in Holsteins. But what really cinches it is the fact that this FXRP right here has 0.20-over Evo pistons and rings and is fueled by an S&S Super E carb all of which combines to "make this little scooter get up and climb mountains," as Fuzzy puts it.

And everybody knows Holsteins come from the flatlands of northern Europe and absolutely hate to climb mountains.
—Tripper

Photos: owner

ReadersRides

Frank Acquaro
Port St. Lucie, Florida
1999 Special Construction

For Frank, his love of powerful motors and throaty pipes began in high school, where his shop teacher taught him the principles of what makes a heap of metal kick ass. Frank, to say the least, came away with a hell of an education from his auto tech program, which he parlayed into a career in performance machines by currently owning his own performance engine company in Port St Lucie, Florida. But imbued with the desire to live and breathe performance power, Frank has also been competing in the NHRA since the '80s. He owns and runs a maroon '99 Mullis Top Fuel dragster and is always looking for good sponsors.

So it's easy to see how a guy like Frank could end up with a bullet on wheels like this one here. Seems Frank had rented a Road King back in '98 to ride down to the Keys with some buddies to participate in the Peterson Poker Run, which is how he got hit hard by the V-twin virus.

As a result, Frank got himself a rolling Softail chassis and totally dismantled it to give it his own spin including a 96-inch, polished S&S motor with Edelbrock RPM heads and an Andrews cam, a Crane Hi-4 electronic ignition. You'll find a BDL drive system, a Total Performance transmission, a set of Samson pipes, and an S&S Super G carb to beef up his power resources. Meanwhile, the Wildcat aluminum frame, the Storz Ceriani 41mm forks, the Boyd Coddington aluminum wheels, and the Carlini handlebars make sure he looks good displaying his ample horsepower.

The thorny paint job ain't too shabby, either. But of course, nothing makes a bike look better than a beautiful woman draped over it, and Frank's ol' lady, Sandra, does the job well. In fact, Frank feels like thanking "all the folks who helped make this ride so special," adding that he is especially grateful to "the big guy upstairs for making women like Sandra."

—Tripper

Photos: owner

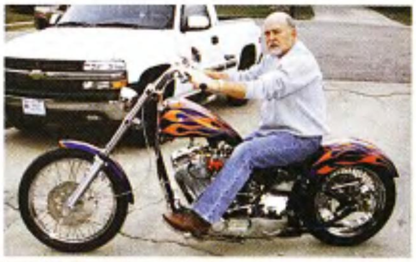
Jeff Hatcher
Kokomo, Indiana
2001 Special Construction

Jeff had a terrific idea: Under the guise of friendship and camaraderie, he got his buddies Mike Hosler and Joe Buck to not only help him put together his ground-up custom Softail for free, he also got them to split the cost of building said bike. Hey, what are friends for, right? "I have taken apart a lot of stock bikes and modified them with the usual stuff: paint, fenders, pipes, and so on," Jeff says, "but this 2001 Softail here is a special deal."

That's got to be an understatement.

"We chose a Kraft Tech frame with a 4-inch stretch, an 80-inch Ultima S&S motor from Midwest Cycles, billet trees, billet forward controls, a BDL belt drive primary and final, Pro clutch. We also used a 200 rear tire, shotgun pipes from Cycle Shack, and an S&S Super E carb," Jeff boasts, "and Joe even gave it its custom paint, a plum crazy purple with orange flames and some baby blue pinstriping."

According to Jeff, it took the three amigos about a month to complete. Jeff's buddies weren't cheap. They definitely held up their end of the bargain. And how does Jeff pay them back? Who knows? Because rumor has it that as soon as the bike was done, he went to "test ride" it and was never seen or heard from again.



Well, okay, maybe it wasn't quite as dramatic. In fact, last we've heard his buddies forgave Jeff for "never returning," and the three of them are currently busy on a new project in which one of the other guys eventually gets to do a test ride and never be heard from again...until they do it a third time, and then all three of them will have their own custom rides. And then? Maybe they'll start another round....

—Tripper

Photos: owner

ReadersRides

Pietro Carmesini
Rome, Italy
2001 FXSTS

Today, dear students, our Italian lesson takes us on a short trip to old Roma, to see how our brothers and sisters over there live. Meet Pietro and Alessandra. Say *ciao*, Pietro *e* Alessandra. Very good! Pietro, a business administrator by profession, is the *proprietario* of this beautiful Harley, and Alessandra likes Pietro's Harley a lot, right, Pietro?

She has good taste, because Pietro's Harley was built by an Italian shop named American Road. That's Italian for "really expensive stuff." Just look at the *motore*: it's got Screaming Eagle *cilindri* and *pistoni* (*alta compressione*, even), and the *carburatore* is a *doppio corpo da* 40mm Edelbrock and has a *filtro aria* Qwik Silver *di potenzia*, which really gets Alessandra moist. Or, so they tell us.

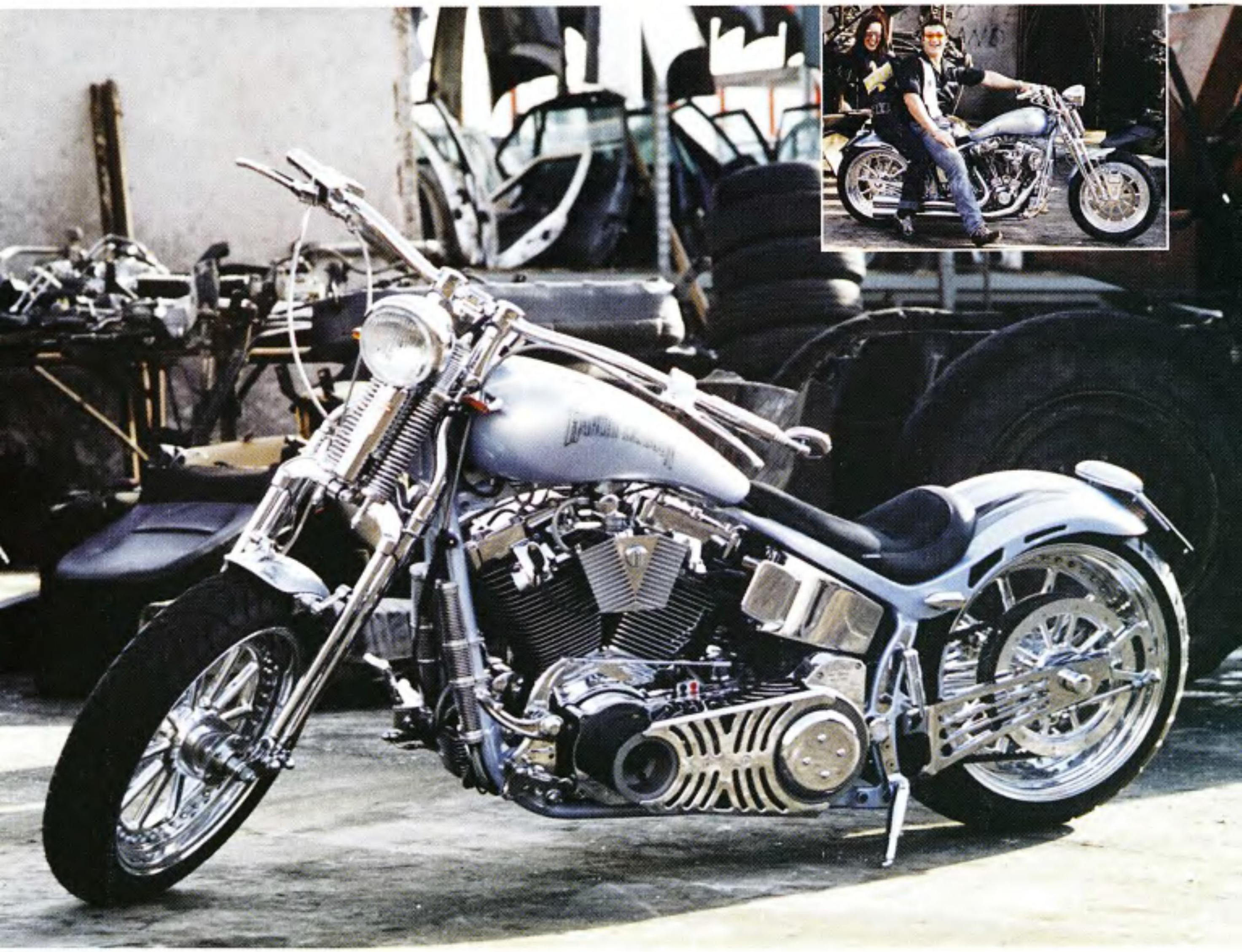
Making her squirm even more is the 18-inch *ruota posteriore* with the Avon *pneumatico*, as well as the *manopole* and *specchietto* from Paul Yaffe. Of course, Paul's *pedane posteriori* also keep Alessandra very happy. Who knew that Paul was such a worldly stud? Maybe he took lessons from Fabio?

Pietro, on the other hand, doesn't really care that his *manometero* is from Ness, the *contachilometri* from Dakota Digital, or even that his sweaty palms hold on to a *manubrio della* Beach Bar; he's just thrilled about how Alessandra holds on to him while he twists the throttle and lets the Samson *scarichi* roar through the streets of Rome like wild barbarians.

Good thing he's got that beautifully chromed Springer *forcella anteriore* and an even shinier *forcellone posteriore* from Fred Kodlin: Even a blind man would notice those and stop dead in his tracks. And while doing so, he may soak up all that beautiful *azzurro nuvola* painted so delicately on fender and *telaio* by Barbara Rumi, who also did the *areografie* on the sides of the *serbatoio*.

And that, dear class, concludes our Italian lesson for today. Let's all say *ciao* to Pietro and Alessandra and get some pizza, Chicago style. I'm starving. —*Tripper*

Photos: owner



"Shit, I broke a nail! You and your damn Harley…"

YEE—HAAA...

After you've spent years puttin' mile after mile, ridin' everything from stockers and modified stockers, to one or two of them purty aftermarket bikes, chances are you've got a pretty good idea of what it takes to make ya happy on the road—in a mechanical sense, that is.

When you hit, shall we call it, middle age, priorities can change however, and that means your ride, too. Larry Hill is no newcomer to Harleys and has ridden more than his share of two-wheel pleasure machines. The result of his hours, days and years in the saddle was that a vision of the bike began to form in his mind. Since Larry's had plenty of automotive building experience, he had no trouble sketching out a bike that was basically a composite of a wide variety of his favorite machines. Hell, he even altered photos of bikes from mags and doodled on those in order to have a solid, tangible starting point. He'd taken a little bit from a whole lotta bikes actually and came up with a collection of basic ideas for the project, since he figured it would be too hard to simply explain it to someone and hope they got it right.

After spendin' his share of time trollin' shows and shops over the years, Larry finally found a builder who had a frame that he felt fit the bill, and they even offered it in massive 1.5-inch tubing, which Larry really liked. Since they were just down the road apiece, Larry decided to drop by Redneck Engineering in nearby Liberty, South Carolina, to see about having a frame built to his specs.

After gathering up all his sketches and photos, Larry headed on down to Redneck to see about getting the project started. Now here's where the surprise showed up. It seems Larry wasn't aware of the fact that Redneck Engineering not only makes frames, but also has a full shop on the premises. And what's more, after getting' an eyeful of Larry's sketches, they told him they'd be more than happy to

handle the entire build for him, making life a whole lot easier since now registration and a title wouldn't be a problem. If you've ever been down that particular slope, you know just how slippery it can be.

Larry found the talented staff at Redneck more than accommodating, and they even agreed to construct the frame to Larry's specs after checking that his planned geometry would be functional. Redneck fabricates many components such as fenders, triple trees and complete rollers, so once the frame specs were agreed on, a RevTech motor and trans were ordered, fully polished, to

give the bike's drivetrain a show-quality appearance. After all, Larry wasn't goin' to have all this work done for nothin'—looks mattered! A Mikuni carb was delivered with a plain finish, so it was stripped and polished before being bolted on and dialed in. Details.

Redneck Engineering sculpted the tank to complement the stretched frame and then tweaked a set of Wernimont fenders to surround the Avon-wrapped, RC Component wheels. Once the initial assembly and test fitting was complete Brian Morgan shot the sheet metal with a base of pearl white and applied a touch

of subtle graphics to bring out the lines of the bike. Nothing too gaudy, but apparently enough to pick up a trophy or two at a few bike gatherings like that small one in Florida—Daytona I think it's called....

If you're interested in contacting these here rednecks call 'em at Redneck Engineering, 107 Nix Rd., Liberty, SC 29657; phone: 864-843-3001; e-mail: Redneck@RedneckEngineering.com or at www.redneckengineering.com.

—Boxcar

General
Fabrication: ..Redneck Engineering
Year and make:........2002 Redneck Rocket
Model:.......................Getting' High
Assembly: ....Redneck Engineering
Time:................................6 weeks

Engine
Year:......................................2002
Builder:.............................RevTech
Ignition:.........................Crane HI-4
Displacement:......100 cubic inches
Cam: ....just one
Carb: ....Mikuni
Pipes: ....Grumpy's

Transmission
Year:....................RevTech 6-speed

Painting
Painter: ....Brian's Custom Paint
Color: ....pearl white
Type: ....House of Kolor
Special paint: ....Brian Morgan

Frame
Year:..............Redneck Engineering
Type:.........................Getting' High
Rake: ....42 degrees
Stretch: ....5-out and 8-up
Shocks: ....adjustable tire pressure

Accessories
Handlebars: ..Redneck Engineering
Risers: ....built-in
Handlebar controls:Billet Concepts
Fenders: ....Wernimont
Headlight:.....................Headwinds
Taillight: ....Redneck Engineering
Speedo: ....uh-uh
Pegs: ....Billet Concepts
Foot controls: ....Billet Concepts
Gas tank: ......Redneck Engineering
Oil tank: ....Redneck Engineering
Seat: ....Dann Engineering/Prostitch
Mirrors: ....Lindby
Grips:......................Billet Concepts
Oil system: ....yes

Front end
Type: ....long telescopic
Builder: ....Redneck Engineering

Wheels

Front
Make: ....RC Components
Size:...................................21-inch
Tire: ....Avon
Brake: ....HHI

Rear
Wheel:..................RC Components
Size: ....250 x 18
Tire: ....Avon
Brake: ....HHI

Photos: ....Aaron Stevenson

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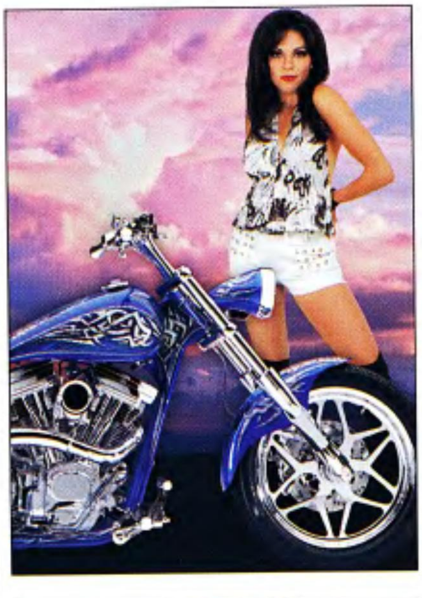
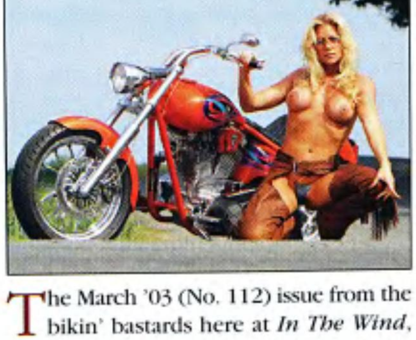
ComingAtYa

The fantastic February issue of *Easyriders* (No. 356) offers up some of the best custom bikes of 2002 inside and out. Inside, you'll find sexy choppers by Don Loos, Mike Pugliese and Click Baldwin. Outside, in our 32-page outsert we'll feature all the bikes that graced the pages of *Easyriders*, *V-Twin*, *In The Wind* and *Biker* over the last 12 months and let ya vote for the next *Ms. Easyriders*. We'll bring you Daytona's Biketoberfest, California's Redwood Run, and the Kyle Petty Ride Across America. We'll check out the newest Viking choppers from Scandinavia, and also show off a classic panhead created in England as a tribute to artist David Mann. You'll also discover how to fabricate some one-off fenders for your ride and our test bike is the radical Big Dog chopper! *On sale January 14*



We're not making the December issue of *Biker* a special Christmas issue. We're makin' this the special "Boogie" issue, 'cause we have something special for ya for the February issue. You'll see the "God Bless America" bike. *On sale now!*

The delectable December 2002 issue of *V-Twin* (No. 20), brings you no less than 10 tempting rides including a motorized marvel from Cyril Huze. Meet the mighty majestic Girls of Sturgis and check out all the action of the Black Hills Rally. Then meet master bike builder Jerry Covington, as well as Bert Baker, the god of the 6-speed tranny. You'll find a special Holiday Guide to V-twin goodies, a gift-minded grab bag of Stocking Stuffers you'll want to find under your tree, and the latest gear from Harley-Davidson Motorclothes. All this PLUS a first ride on Big Dog's rowdy new Chopper model! It's all the fun of the holidays without the mistletoe or that disturbing aftertaste. You'll find it all in the downright daring December issue of *V-Twin* magazine. *On sale now!*



The March '03 (No. 112) issue from the bikin' bastards here at *In The Wind*, will provide coverage of the summer's largest run—the Sturgis Rally and Races, by our staff photogs, anchored by ace Michael Lichter. *On sale now!*

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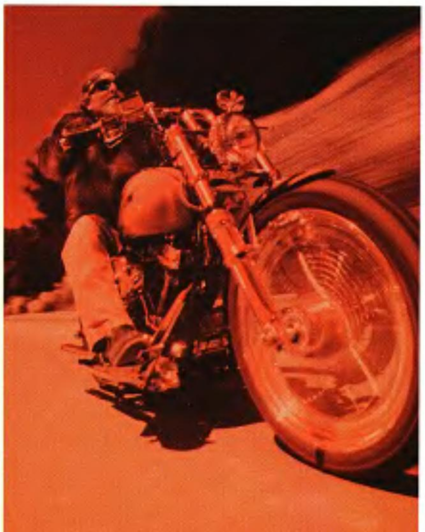

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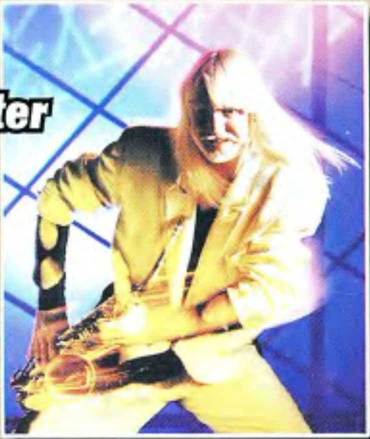

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